

COMPENDIUM

||

OF

History and Biography

OF

THE CITY OF DETROIT AND
WAYNE COUNTY, MICHIGAN

ILLUSTRATED

"A people that take no pride in the noble achievements of remote ancestors will never achieve anything worthy to be remembered with pride by remote generations."—MACAULAY.

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PREFACE

All history is, perforce, a merciless abridgment, and yet too much can never be written concerning any nation, any people—since each contribution must have a definite value. In the offering of this compendium of history and biography, the publishers lay claim not to any amplification of data in the annals of Detroit and Wayne county, but rather to the condensed, narrative presentation of the history of a section whose records bear the graceful tales of romance and the sterner burdens of definite accomplishment. In the collation of the generic history, recourse has been had to the most reliable authorities, and the publishers have been most fortunate in securing in this department of the work the co-operation of Mr. Clarence M. Burton, than whom none has ever had more intimate and thorough knowledge of the history of Michigan and whose reputation in the field of historic research is especially notable. Mr. Burton has not only given careful revision to all subject matter in the general history but has also offered a most valuable personal contribution, in the chapters relative to the war of 1812 and conditions existing at that period. These chapters are definitely credited to him in the initiation thereof. The form in which the history is presented is believed to have much of individuality and originality, so that the record can not fail of cumulative value as a source of information and as offering a concise narrative, interesting to the reader who has no desire for mere detail and intimate research. The functions of the biographical, industrial and financial departments of the publication are such as offer their own justification and add materially to the intrinsic value of the work.

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Detroit and Wayne County

CHAPTER I.

Origin of Detroit in Struggle for Supremacy Between England and France—Plans for Establishing a Fortress by Count Pontchartrain—Expedition Under Cadillac—Post Named Fort Pontchartrain—Record Concerning Cadillac—Conditions at the Frontier Post—Cadillac Succeeded by Dubuisson—Trouble with the Fox Indians—Regime of Alphonse de Tonty—Robert Navarre, Intendant at Detroit—Efforts to Increase Population and Military Strength—Beginning of Struggle Between France and England—French Lose Stronghold at Louisburg—Montcalm as Governor General of Canada—Fatal Conflict at the Heights of Abraham and its Results on Future of Detroit—British Gain Control of All Canada.

Man commonly believes himself to be lord of creation, but nature often dominates over man. Nine times out of ten nature decides where a great city shall rise and endure. For more than two hundred years the leading maritime powers of the Old World struggled with each other for the mastery of the New World. It was during the struggle between Great Britain and France that the city of Detroit was founded. It had its origin in that strife. France held Canada, the Great Lakes region and the Mississippi valley,—territory and trade. The only highways were the waterways, and France tried to keep vigil along the route from the mouth of the St. Lawrence to the mouth of the Mississippi, but her thin line was constantly crossed by British traders who offered rum to the Indians on cheaper terms than the French offered their brandy. The French, too, were morally restrained by the vigorous opposition of the early Jesuit fathers, while the British had no such embarrassment.

Before the seventeenth century began there was a well established highway of commerce between the British Fort Orange, afterward Albany, New York, and the foot of Lake Erie, and up Lake Erie as far as the straits leading to the northern lakes. Count Pontchartrain, minister of marine for Louis XIV of France, decided that this inroad must be blocked. He had in his employ an adventurous and capable commander of frontier forces, Antoine de Laumet Cadillac, forty-three years of age, who had been in New France fifteen years or more and was well acquainted with the river St. Lawrence and the lake region. An outpost had existed at what is now known as Mackinac island for many years and in the hope of holding back the invasions of British traders Count Pontchartrain directed Cadillac to take one hundred white men and as many Indian allies as his judgment would approve and proceed to the region of the straits, for the purpose of establishing there a frontier fortress that would take advantage of the most defensible spot and serve the purposes of the empire.

The expedition set out from La Chine on June 5, 1701. It followed the Ottawa river along the old route by way of Lake Nipissing and reached Georgian Bay and Lake Huron.

There a flotilla of large canoes was properly organized to meet any opposition that it might encounter, with a force of one hundred Frenchmen and an equal number of Algonquin Indians. Duluth had erected a fort at the head of the Ste. Claire river in 1687, but it had soon been abandoned and was burned at the command of the French government. Cadillac had been commandant of the post at Mackinac for three years and he determined to establish the new fort in a more defensible place. The expedition passed through the Ste. Claire river and the lake of the same name and proceeded as far as the mouth of Detroit river. After camping over night on Grosse Ile and examining the site for its strategic situation, Cadillac led the way back and landed somewhere near the center of the present water front of Detroit. He was guided in this selection by the favorable banks of the river, as they here rose to a commanding height—about forty feet. Immediately back of this bluff flowed a small but sluggish stream, afterward known as the Savoyard river. This, it was seen, would serve to a military post on the bluff as some protection against attack from the rear. So it happened that here, on July 24, 1701, Cadillac made his permanent landing and proceeded to lay out and direct the construction of a strong frontier fort. The outline measured one arpent of land about two hundred feet on a side, and included a plat of land between the present Wayne and Griswold streets in Detroit and extended to the middle of Jefferson avenue on the crest of the bluff facing the river front.

The fort was typical of the times and the frontier and consisted of a stockade of oak pickets fifteen feet long imbedded in the earth to a depth of three feet. Inside this there was a clear space twelve feet wide all around. A strong bastion was erected at each of the four corners and a parapet was built around the inside at a height of about seven feet above the ground, where pickets could patrol in security and keep watch over all approaches by land and water. The fort was named Pontchartrain, in honor of Cadillac's patron, and the church which was erected immediately was called Ste. Anne's.

Cadillac arrived none too soon, for on June 19 the British authorities in New York, while he was en route, obtained from the Iroquois such title as the Indians had to the western forests, which were called Teuscha Gronde. This territory included the land surrounding the straits. Robert Livingstone, English trader at Fort Orange, had urged his government to establish a post on the Detroit river in 1699, but the delay of a year deferred British occupation until the conquest of New France was achieved, more than half a century later, and until the bloody years of the French and Indian wars had intervened.

Cadillac was born in the department of Tarne et Garonne, at the village of St. Nicholas le Grave, December 4, 1663. His name on the parish records appears as Antoine de Laumet. The marriage record at Quebec shows that Cadillac was the son of Jean de la Mothe, Seigneur de Cadillac, conseiller of the department of Toulouse, and that his mother's name was Jeanne de Malefant. There is some confliction of names, due to the general practice of the time, which took great liberties with family names and often substituted others. Cadillac came to America in 1683. After a short stay at Quebec, he went to Port Royal, which was the French headquarters for privateers who preyed upon British shipping and the British colonial coast during many years when the nations were at strife. There he attached himself to a privateering commander named Guyon and presently became so well acquainted with the New England coast that he was able to pilot expeditions.

In the winter of 1686 he was at Quebec, where he had a serious quarrel with Sabrevois, who afterward figured in the history of the Detroit colony. He returned to Port Royal in the spring, and on the 25th of June, in Quebec, he married Therese Guyon and set up an establishment in the port, but two years later he obtained from the king a grant of land, six miles

square, on the coast of Maine (the present site of Bar Harbor), and also the island of Mount Desert, by patent from Louis XIV. This was in honor of his valuable service in harassing the British. He was called to France in 1690 to furnish information to Count Pontchartrain, minister of marine, in view of a possible war with Great Britain, and returned home after several months, only to be recalled in 1692. When he came back he bore a recommendation for special service under Frontenac at Quebec. In 1694 he was made commandant at Mackinac.

Mackinac proved a post of no particular value, since the Iroquois and British traders came up the lakes offering competition and making trouble. Cadillac advised a fort on the lower straits, but Frontenac died in June, 1698, leaving the succession to de Callieres, who had a poor opinion of Cadillac and gave no heed to his suggestions. Cadillac memorialized the king, who advised the adoption of his plans, but Callieres stood firmly against them. Cadillac went to Quebec and persisted until he secured the authority and backing which led to the founding of Detroit in the manner related.

The rivalry between the French and British was complicated by another factor which greatly embarrassed the civil and military head of the post and ultimately led to his removal. Trade in beaver skins was the principal traffic with the Indians. Blankets and gew-gaws were sold freely, guns and powder cautiously, but the favorite exchange was "fire-water," for which the Indians developed a craving that often induced them to make extravagant offers to procure it. As drink speedily demoralized the savages and made them impossible of control, the missionary priests, who were entirely devoted to the task of Christianizing them, made vigorous protests to their superiors and to the governments, and the clerical power exerted all the influence it could with the civil power. It had spent half a century of struggle and peril in the wilderness, had sacrificed the lives of many heroic missionaries, and thus it would not consent to see all its good work undone by the Frenchman's brandy and the British rum.

Cadillac was a practical man: he felt that the interests of the empire were paramount, and cared little for the welfare of the Indian so long as he would be able to collect beaver skins and other valuable peltry. He proposed to meet rum with brandy and to make the western territory so uncomfortable for British traders that they would keep at a respectful distance from Fort Pontchartrain. For years there was strife between the plucky commandant and the church. Appeals went back and forth to Montreal, to Quebec, and to the capital across the sea, each side stating its case with all the persuasion that could be brought to bear, but Cadillac gradually lost favor. In 1710 he was promoted to the governorship of Louisiana, and that promotion was followed by the confiscation of his property in Detroit. In Louisiana he superseded Bienville, whose enmity he gained. He also made an enemy of Crozat, the foremost trader of the territory, and this led to his dismissal and his return to France in 1717. Cadillac died October 15, 1730, and his remains were interred in the old Carmelite church of Castel-Sarassin. His wife died sixteen years later. He was the father of thirteen children, eight of whom were born in Detroit.

Though isolated from the Old World and cut off from the more firmly established French settlements along the St. Lawrence, by league after league of almost impenetrable forest, storm-swept lake and turbulent river, Fort Pontchartrain had taken permanent root. Soon a little group of log cabins began to nestle close to the walls of the stockade. Coureurs de bois, small parties of Iroquois and occasional white settlers built their rude habitations along the banks of the Detroit river. During the second year came the wives of the officers from Quebec and Montreal, to share with their husbands the low log huts.

With Madame Cadillac came the wife of Alphonse de Tonty, Cadillac's lieutenant, and these two were the first white women to set foot in the new settlement.

From Wayne street to a point near Griswold, along Larned street, extended the northern extremity of Fort Pontchartrain, which seems to have stretched close to the river bank on the south. With the post as a nucleus, Cadillac attempted to establish a sort of feudal domain, with himself as liege lord, for it is a matter of record that he leased varying plots of ground to his men for cultivation, always stipulating that all grain should pass through the mill which he built, and be subject to a certain tax. To establish more firmly a friendly relationship with the Indians, he encouraged alliances between his men and the shy savage maidens, but in this he was opposed by the priests who had accompanied the expedition. Always at outs with the Jesuits, his scheme further embraced bringing to the settlement the Huron Indians from the post at Mackinac, and the consequent injury of the mission at that point.

As a result of this enmity and a growing jealousy, the Mackinac Jesuits, in turn, planned to establish a post at Fort St. Joseph, at the mouth of the St. Joseph river, on Lake Michigan. So keen was the feeling that extraordinary inducements were offered to draw settlers from the Detroit colony and thus weaken its support and strike a vital blow at its trade with the Indians. Cadillac's lieutenant, Tonty, ambitious to succeed his superior, became involved in the scheme with the priests to the northward, but upon its discovery and failure he confessed his treachery and was pardoned. Meanwhile bitter accusations were sent by each party to the disastrous controversy to the headquarters at Quebec, and later Tonty's cupidity led him into a second plot to undermine the commandant at Detroit. Finding their origin largely in the rapidly growing and remunerative fur trade with the natives, innumerable other jealousies took form, and in these, perhaps, lay the most formidable of the dangers that beset the struggling post.

Notwithstanding the ceaseless efforts put forth by Cadillac in the interests of the colony, he was finally notified, without previous warning, that the post had been ceded to "The Company of the Colony of Canada." This meant that the monopoly of the fur trade was to pass into other hands than his. As early as 1702, intersecting circles of intrigue were at work. The British saw with disfavor the advancement of the colony and straightway sought to breed discontent among the Indians friendly to the French. They offered more liberally for the peltries of the savages. The Iroquois already resented the intrusion of the French upon their trapping grounds, and the warnings spread by the English to the effect that their rivals sought not furs but lands, straightway took root in the savage mind. The various tribes became jealous of each other and only by the exercise of the utmost tact and caution was a most delicate situation made tenable for the little colony. Through his discovery of and attempted punishment for what he thought to be attempted fraud on the part of the company's agents, Cadillac was summoned to Quebec by Vaudreuil, governor of the French along the St. Lawrence, and imputations were openly made to the effect that the vigilance of the commandant at Detroit was inspired by a desire to regain for himself the Indian trade, rather than by any anxiety to serve the interests of the company. The fact that many of the clerks and company agents were relatives of its directors materially strengthened this contention.

While Cadillac was absent at Quebec, the command of the post fell temporarily to Tonty. He was finally relieved by M. Bourgmont, who was dispatched to Detroit on the day of Cadillac's departure. Bourgmont proved to be lacking in the exercise of that judgment which had made Cadillac popular with the savages, and soon affairs were in a serious state as the result

of a clash between the Indians and whites. This culminated in the death of the first priest of Ste. Anne's church, Father Del Halle, and that of a French soldier.

Cadillac, after an acquittal under charges of promoting his own interests, returned to the Detroit post and succeeded in restoring a semblance of the old relationship between the settlers and the Indians.

A régime identical with that of the mother country obtained during this time in New France. The country was under feudal tenure. What was known as the sovereign council, consisting of the governor general, the bishop and the intendant, being in control of affairs. All lands were the property of the king, but were held by seigneurs who were empowered with certain judicial authority and who paid a rental to the crown, usually in the form of military service. Every tenant in turn owed an allegiance of arms to the seigneurs and was obliged to bring to the seigneur's mill for the grinding whatever grain was harvested. In this way taxation was commenced with the gathering of the first crop at Detroit, a quarter of a bushel of wheat being paid in addition to the military service, for each arpent of land the tenant might have under cultivation, outside the stockade.

From the very first of Cadillac's service to the king, and later in his capacity as agent for the Canada company, his old enmity with the Jesuits proved itself the basis of an unending conflict, making for the commandant almost innumerable enemies on all sides. Governor General Vaudreuil was a staunch friend of the Jesuit order, and Cadillac's repeated efforts to bring about the downfall of the Jesuit mission at Mackinac resulted only in his incurring the further dislike of the governor general. Naturally enough, when complaints were made to the authorities at Quebec by other enemies of the commandant, they found there a ready ear. Had it not been that Count Pontchartrain, French minister of marine, was a strong supporter of Cadillac, it is quite probable that the distorted reports made by various "inspectors," through Governor Vaudreuil, would have terminated Cadillac's command at Detroit after the second year, if not proving successful in their apparent object,—that of discouraging the continuance of the little post altogether. Between 1702 and 1709 a combined and persistent effort was made to discredit Cadillac with the king and the company, and repeated reports were sent to France flatly contradicting most of his statements as to the condition of the colony. So embarrassing was Cadillac's position made by this constant effort to undermine his authority and hinder his every effort to develop as he wished the resources at hand, that but slow progress was effected.

In 1710 came one Lieutenant Charles Regnault Dubuisson from Quebec, bearing dispatches relieving Cadillac of his command at Detroit and appointing him governor of Louisiana. M. de la Forest, who had at one time been mentioned as second in command under Cadillac, was named as his successor, but as he "was an old man, feeble and infirm, having spent thirty-two years in the wilderness," Dubuisson was authorized to serve temporarily in his stead.

Throughout the years of his service, Cadillac had apparently never had a doubt of the success of the colony, for it is recorded that such profits as he made he had persistently invested in lands and buildings at the Detroit post. To be thus peremptorily dismissed was a considerable hardship, even though made somewhat less poignant perhaps by the Louisiana appointment; but the man's loyalty to his home government must have been sorely tried when he discovered that he could realize nothing on his investments—there being no one in the colony with sufficient means to purchase his holdings. He was even enjoined from removing the supplies and stock he had purchased with his own money. His estate at this time was estimated as representing upwards of one hundred and twenty-two thousand livres, and an idea

of the progress of the colony can be gathered from the statement that he was the owner of four hundred arpents of cleared land, a brewery, a grist mill, a warehouse and an icehouse. After being relieved he remained in Detroit for one year, in an effort to make some disposition of his property, but was finally forced to leave without any satisfactory adjustment of his affairs, after a fruitless appeal to his government.

Dubuisson, meanwhile, found himself facing the difficulties of maintaining a struggling and feeble post. Of the fifty soldiers who had come with Cadillac but twenty remained. The others, having become disgusted with the slow progress possible, because of the constant intrigue, had returned to Quebec or deserted, in order to engage in trade for themselves with the Indians. A year after Cadillac's departure (1712) Dubuisson became involved in a war with the Fox Indians, who came from Green Bay, Wisconsin, to attack the Detroit post. Though successful in his defense and in a subsequent offensive campaign, Dubuisson's trouble with the savages made necessary the presence in Detroit of La Forest, who was accordingly dispatched to take up the command of the post.

Lacking the youth and unable to proceed with the energy characteristic of Cadillac, La Forest made no effort to withstand the inroads made upon his little settlement by the ever more powerful and vindictive Jesuits at Mackinac, and finally gave up all effort to enlarge his post by attempting to secure additional settlers. He was relieved after less than two years' service by Charles Jacques Sabrevois. After two terms of three years each the colony fell to the tender mercies of Alphonse de Tonty, who began in 1720 a seven-year term, which was unprecedented in the annals of the settlement for its disregard for the rights of the settlers and for the dishonesty of the commandant. During this time free trading was abolished and agriculture allowed to become but a memory. This unfortunate state of affairs was terminated in 1727, by an investigation which resulted in the relief of Tonty as commandant and the rapid succession of M. Jean Baptiste Deschallions de St. Ours; Ives Jacques Hughes, Pean Sieur de Livandiere, 1733-36; Nicklas Joseph Des Noyellis, 1736-39; Pierre Pean Jacques de Noyan, 1739-42; Pierre Joseph Celeron Sieur de Blainville, 1742-43; Paul Joseph Le Moyne, 1743-48; Jacques Pierre Daneau, 1748-50; Pierre Joseph Celeron, 1750-53 (second term); Jacques Pierre Daneau, 1753-58 (died); Francois Marie Picote Sieur de Bellistre, 1758-60; St. Ours, who was an able soldier, was shortly succeeded by Charles Joseph de Noyelle, who was himself replaced by M. de Boishebert, whose six-year tenure terminated in 1734.

Four years prior to the above date, Robert Navarre, removed by but eight generations from the French throne, became intendant at Detroit, serving as a legal officer at the post and as the collector of revenues due the crown. A young man upon his acceptance of the office, Navarre served the post for more than thirty years, and is mentioned as having been retained as notary, even after the cession of the colony to the British.

Though Boishebert was an efficient commandant, and more popular with Indians, settlers and the Quebec authorities than any former officer at Detroit, his efforts were of little avail, under a system which sought the extraction of revenue rather than the healthful growth of the settlement and its thorough establishment as an effective military post. Unfortunately the policy obtaining in France at this time was one which made no provision for the difficulty of successfully maintaining regular communication between the isolated French posts in Canada, though Count Maurepas, then French minister of marine, was repeatedly petitioned by Governor Beauharnois to provide ships for this purpose and to recruit the depleted garrisons. Underlying the dishonesty of the commandants and the resultant discouragement of serious and permanent French settlers, was that continued cupidity of the French

crown itself, which doubtless was an important factor in the failure of the king to secure at this time a permanent footing in a territory whose wealth has not been fully gauged, even to this day. Because of this insatiate desire to turn the most available of the natural resources of the territory into revenue, but little energy was directed to farming, the fur trade, which offered more immediate returns, being pushed to the utmost. The true source of permanent wealth—labor and land, and their healthful relationship—was almost completely overlooked, Cadillac being, apparently, the only commandant who appreciated their value. Even the Indians, it appears, were better farmers than the French, though neither ever succeeded in properly cultivating their fields.

During the regime of M. Sabrevois, who began his second term in 1735 as successor to the corrupt de Livandiere, a serious quarrel broke out between the Huron and Ottawa Indians at Detroit. This for a time bade fair to afford the English an excellent opportunity for supplanting the French in the affections of the Hurons, who were among the most peaceful and progressive of the savage tribes. The action of the Jesuit priests, who were at odds with the French officials at Quebec, considerably handicapped the successful solution of a most trying problem,—that of placating the warring tribes and securing a permanent camping place for the Hurons beyond the insidious influence of the British. A reservation was offered these Indians either in the vicinity of Montreal or near Quebec by the French governor, but the Jesuit priest at the mission which had been established at Sandwich, across the river from Detroit, was anxious to retain his flock and secretly worked to discourage the acceptance of either of the proffered reservations in lower Canada. The Jesuits were finally successful in inducing the Hurons to settle at Bois Blanc island, below Detroit, though but a portion of the tribe acquiesced in remaining within the territory comprising the Jesuit parish.

In the meantime Sabrevois had been succeeded by M. Noyan. Pierre de Celeron de Blainville and Joseph LeMoynes de Longueuil served in the order named as commandants, the latter serving for two successive terms (1743-49). During this time affairs, which had been allowed to progress but slowly till then, became so complicated as a result of Indian uprisings and plots to slaughter the settlers, that some notice appears to have been given the necessity of supplying needed support to the post. Following an attack made by the Chippewa tribe residing near the Mackinac straits, and the discovery of a conspiracy entered into by nearly, if not quite, all the braves living about Detroit, Governor Beauharnois dispatched a relief flotilla bearing supplies and a considerable number of soldiers and merchants. During the next year, 1748, the fortifications were materially strengthened, as it became evident to the French authorities that, in view of the impending struggle with the British, forebodings of which were even then noticeable, Detroit would be of considerable strategic value. A policy embracing a constant effort to increase the population and the military strength of the settlement was initiated.

This took tangible form in sending out, during the ensuing year, of a considerable number of farmers as a reinforcement to the struggling little colony. With them the settlers brought the implements of husbandry, and upon their arrival an encouraging and serious effort was made toward cultivation of the fields about the post. The timber of the forest was felled, adding considerably to the producing acres about the fort, and that stronghold was strengthened and enlarged till the settlement began to take on the air of a healthful and thriving community on the edge of the wilderness. Sabrevois, who was serving out a reappointment as commandant, was too feeble, however, to attempt to initiate methods sufficiently progressive to develop fully these added opportunities and the younger de Celeron was made his successor in 1751. He in turn was retired after serving three years, to give place to Jacques

Pierre Daneau, who, during the next four years (1754-1758) proved himself an able officer. The effort put forth for the establishment of a definite relationship between the frontier French posts now began to bear fruit, and the governor general was enabled to strengthen still further the Detroit settlement by making it the depot or base of supplies for the outlying forts which had been established between Lake Ste. Claire and Fort Du Quesne, at the juncture of the Monongahela and Allegheny rivers.

Desultory fighting was in progress between the English and French and the Indian tribes allied to each, far to the eastward, and Detroit's strategic advantages began to be undeniably demonstrated as the French were enabled to hasten reinforcements and supplies to the eastern points from this base on the straits.

Peculiarly enough, though each of the opposing nations was ready at all times to fight for the territory each one claimed, neither was apparently willing to put forth more than a half-hearted effort to settle the dispute permanently, by instituting a sharp and effective campaign. Brave and capable officers served equally well, perhaps, their respective governments, but were left for long intervals without support from abroad.

The interest across the Atlantic was but intermittent at best. Neither France nor England realized the value of the rich stake for which they gambled, though the new territory had been even then sufficiently explored to demonstrate its value in a general way.

From the time Cadillac beached his canoe on the site of the Detroit settlement, its fortunes were indirectly involved in the game of national politics being played thousands of miles away. The momentary humors of the French king and the incidents occurring in London, penetrated the leagues of virgin forests in the New World, and left their marks indelibly imprinted upon the future of that straggling row of rude cabins far to the west. The eastern Indians, incited by the French, spread terror among the settlers in the Atlantic colonies by a succession of indescribable outrages. These were repaid by no less severe attacks on the western settlements by savages driven to frenzy by British rum and by well directed promises of reward from the English commandants.

From Queen Anne's war, in 1702, through King George's war and on until the termination of what is known as the French and Indian war (1755-63) a most inhumane and distressing period of guerrilla warfare prevailed. For this both the English and French were perhaps equally responsible. In nearly all the settlements, as in Detroit, every pioneer prayed, toiled and slept with his rifle close at hand. Children were threatened with the vengeance of the Indians for every misdemeanor, and wives parted with their husbands in constant dread of the savage scalping knife. A hardy, courageous race of men was thus bred, innured to the hardships of the frontier and to the dangers of the wilderness. Their livelihood and their very existence were dependent upon force of arms and sheer courage alone, a circumstance which made but the more certain the inevitable clash which changed the destiny of the western posts.

By the ceding to the British of Nova Scotia, under the treaty of Utrecht, in 1713, the French gave their adversaries a dangerous advantage in the foothold the English thus secured in the territory close to the gulf of St. Lawrence. Up this avenue every French ship was forced to pass in reaching the up-river settlements at Quebec and Montreal. The strongest fortification then existing in America was that at Louisburg, on Cape Breton island. The French had hastened at an early date to strengthen this the then most valuable strategic point on the Atlantic, thus offering a formidable barrier to England's advance northward. With a base from which to operate in Nova Scotia, the English looked covetously upon the frowning fortress at Louisburg. In 1745 an expedition of farmers and fishermen was or-

ganized in the New England colonies, whose purpose it was to drive the French flag from this valuable island in the gulf. Undisciplined as they were, the British were no more surprised than were the French when, after a vigorous attack, the banner of the fleur-de-lis was hauled from its staff on the fort and Louisburg was in the hands of the English.

Upon the restoration of Louisburg to the French in 1748, under the treaty of Aix la Chapelle, there began for each flag a series of alternating victories and defeats. These were destined to continue through campaigns of indescribable hardship, till the final fall of Quebec and the loss to France of her colonial prestige and of a territory richer by far in many natural resources than the mother country herself.

Following the fall of Louisburg, the French began to hold more tenaciously than ever whatever territory they could claim. Some sixty posts had been stretched in a thin line between the St. Lawrence and the Gulf of Mexico. The garrisons, and the settlers about these forts, resisted the encroachments of the English from Virginia with persistent tenacity. Formidable steps were necessitated on the part of the Virginia authorities to enforce the securing to Virginians of land grants made to them in the disputed territory. One of the French posts was located on the present site of Pittsburg. As many of the land grants included territory in the Ohio river valley, and as the French and their allies continued to forbid their definite location and occupancy, George Washington was sent to interview the French commandant and to offer a formal protest. This conference was unsatisfactory and the English constructed a fort on the Monongahela, which was promptly taken by the French, in 1754. Humiliated by their defeat, the English sent out an expedition under General Braddock, in an attempt to take the French Fort Du Quesne, but this effort was rewarded with a second crushing defeat, and it was not until 1758 that this inland fortress fell before a British attack.

Meantime there had come to Canada, as governor general, a man who promised through his relentless energy and dauntless courage, to sweep the enemies of Louis from the wilderness. This was Louis Joseph de St. Verain Montcalm, who took command of a scattered and undisciplined army in 1756. He captured two important British forts, and with but little more than three thousand men successfully repulsed an army of fifteen thousand under General Abercrombie, at Ticonderoga, between Lakes George and Champlain. This he accomplished before retiring to Quebec to prepare the citadel there for an attack which he even then anticipated, and which ended in the fatal conflict that has made famous in the history of the western continent the far-sung Heights of Abraham. There, on September 13, 1759, the map of a continent was changed. The entire future fortune of the struggling little post miles away on the Detroit river was forever altered. Dear to the heart of every man is the story of that fight between the gallant young Wolfe and the no less admirable Montcalm,—a fight which resulted in the loss to each of his life; the loss to France of her colonies in the New World, and the winning for England of a glorious empire. Not quite a year later Montreal surrendered and all Canada was formally turned over to the victorious British.

CHAPTER II.

The Detroit Post Surrendered by the French Commandant—One Hundred and Forty-Eight Years of French Misdirection—New Era Ushered in with English Control—Detroit Menaced by Indian Unrest and Antagonism—Regime of Captain Henry Gladwin—Treaties with the Indians—Conspiracy Under Pontiac, and Attempt to Capture the Detroit Garrison—War with the Indians Under Pontiac—Lack of Supplies at Detroit—Murder of Captain Campbell—Indian Victory at Bloody Run—Pontiac Sues for Peace—Colonel John Bradstreet Made Commandant—Conditions Following Indian Uprising—First Money Circulated in Detroit—Philip Dejean Commissioned First Chief Justice—The Northwest Company—Passage of the Quebec Act—Local Discontent with Policy of English Home Government; Lieutenant Governors Appointed—Nefarious Rule of Hamilton and Dejean at Detroit.

During the last years of the struggle between the banner of the fleur-de-lis and the royal standard of Great Britain, the post at Detroit had been materially strengthened and amply provisioned. It had become a formidable stronghold. It was never the scene of battle between the opposing powers, but was surrendered by its last French commandant, Francois Marie Picote de Bellistre, upon the presentation to him by Major Robert Rogers of proof of the French surrender, without the firing of a single shot. With scant ceremony the colors of France were hauled from the staff at Fort Pontchartrain, where they had been raised by Cadillac fifty-nine years before, and the efforts of those years were thus declared failures. The story of French follies in seeking ever more and more revenue by the enriching of the few from the toil of the many—the evidence of the failure to encourage definite relations between the scant population and the land—was told in the miles of impenetrable wilderness that stood as mute witnesses of one hundred and forty-eight years of misdirected effort in New France.

It is said of the treaty of Paris, under which half the western hemisphere was surrendered, that no other agreement "ever transferred such an immense portion of the earth's surface from one nation to another."

With the marching into the stockade at Fort Pontchartrain of the British troops under Major Robert Rogers and the passing out of the soldiers of France, there dawned upon the settlement at Detroit a new era. In it was destined to be born the embryo of a fresh standard of ideas underlying the political, religious and personal freedom and equality of a great and glorious people. With the felling of the forests between the lakes and the sea, there were to spring from the virgin soil those first tender seedlings that were to be nourished by the rigors of the winters and by years of strife with the savages, until they could stand as hardy and impassable barriers against the advance of oppression.

At Detroit, as elsewhere on the frontier, the change was to the Indians an unwelcome one. Accustomed as they had been to treatment as equals by the French, they resented from the first what they considered to be the presumption of the British, whose unbending condescension roused them to retaliation. Both France and England had sought allies among the savages, and this had led to the division of the native tribes into two great factions. While the wars continued, they were diametrically opposed and fought each other as lustily

as did their principals. With the surrender of the French, however, and with the beginnings of that Indian distrust of the victors which immediately followed all attempts at colonization, the Indians became reunited against a common white foe, who they saw was beginning at once to claim their hunting grounds as his own. The western Indians had ever been staunch friends of the French, and this new prejudice against the English but engendered a smoldering hatred that seriously menaced the Detroit settlement and eventually cost many a life. Captain Donald Campbell served until he was relieved by Captain Henry Gladwin, as the first English commandant. By his easy good will he made himself popular with the French settlers who remained at Detroit, as well as with the Indians in the surrounding territory. Under the influence of his natural tact, began the reconstruction of the business, social and military life of the post. Major Rogers, who received the surrender, mentions in his report that there were in Detroit at the time of the evacuation, approximately two thousand inhabitants.

Efforts were made to establish trade relations with the Indians and gain their friendship, but to these attempts the French, smarting under their recent defeat, offered what tacit opposition they could. Added to this, unscrupulous English traders sought the frontier posts and by the free use of rum set up a standard of dealing with the Indians whereby the latter were mercilessly fleeced and cheated in every possible way and thus more firmly than ever led to distrust the newcomers. Reports of unseemly activity on the part of the French and coincident uneasiness among the Indians were carried to the new seat of government at New York. The result was an attempt to secure treaties with the savages.

General Jeffrey Amherst, then in charge of the British affairs at New York, sent Sir William Johnson, who was considered the ablest of the Indian commissioners of his time, to the post at Detroit. With him came Captain Henry Gladwin, who was to succeed Captain Campbell as commandant. He led several hundred troops who served as an escort and guard for a large store of supplies. Treaties were made with most of the tribes about the post, with the Senecas of the Maumee valley and with the Chippewas to the northward. In spite of these efforts toward the establishment of friendly relations, however, the continuation of the unscrupulous methods of trading employed by certain of the English so inflamed the savages that they still believed the English would eventually dispossess them of their lands.

The most influential of the natives who entertained distrust and hatred against the British was Pontiac, chief of the Ottawas. This was then the most intelligent and civilized of the Indian tribes in the vicinity of Detroit. From the very first of the English occupancy Pontiac had watched with disfavor their entrance into what he considered the God-given territory of his people. After a little more than two years of association with them he concluded they would forever be a source of danger to the sons of the forest.

While Gladwin was occupied with the administration of the affairs of the post and resting in assurance of friendly relations with his savage neighbors, Pontiac's home at Peche island in Lake Ste. Claire, became the scene of great activity. Indian runners were constantly arriving and departing, bearing mysterious messages to and from the chiefs and the medicine men of the western tribes. The crafty Pontiac had evolved no less a plot than that which sought the absolute extermination of the English or their expulsion from the chosen hunting grounds about the western lakes. Systematically, and with a care that would have done credit to a trained political organizer, were the chief's plans laid. Pontiac realized fully that the greatest strength of the English posts lay in their ability to aid each other in case of attack and he accordingly proposed in the councils of his brothers a simultaneous attack on the isolated forts, which would preclude the possibility of any such interchange of support.

Reports of the strength of each of the western forts were brought to the lodge at Peche island, that the chief might the more wisely direct his campaign. Incendiary messages went forth, inciting the wrath of the subsidiary leaders and inflaming the young fighting men with a lust for English blood.

In April, 1763, a great council was called at Ecorse, just below Detroit, at which the chief's plans were fully made known to all the Detroit Indians and their complete enlistment insured. On the 1st of May Pontiac himself visited the fort at Detroit, to assure himself of the exact conditions of its defenses. Even then the commandant entertained no suspicion of the infamous conspiracy which was to result in a practical siege of the post and prove itself, perhaps, the greatest crisis in the history of the settlement.

Four days later a second Indian council was held, and the final details of the attack were arranged.

In just what way the English were warned of the intended attempt to take the post is a matter of some doubt. Several more or less romantic accounts of the circumstance are current, but certain it is that the settlement owes its very existence to the fact that before Pontiac's plans could be put into execution Gladwin was made aware that a conspiracy was on foot. Since the Indians were held in a certain easy contempt by the British, they were usually allowed reasonable freedom inside the stockade, and it was on this circumstance very largely that Pontiac staked the outcome of his plans. Having been careful to impress his great friendship upon the commandant, he foresaw that with but comparatively few warriors once inside the fortifications, he could effect a sudden attack and in the ensuing confusion make the post an easy prize.

Sixty chosen warriors were supplied with rifles whose barrels had been sawed so short as to permit their being carried in safe concealment under the blankets of the attacking party. To further allay all suspicion, the chief was to pretend that the visit was made for the purpose of more securely cementing the friendship between his people and the White Father. Then, if the circumstances were auspicious, he was to present to Gladwin a belt of wampum, holding the gift in a reversed position. If, however, any untoward occurrence should make the advisability of the attack doubtful, the wampum belt was to be presented in the usual way and the attempt postponed.

One account has it that a certain chief, Mohican by name, who was opposed to Pontiac's scheme, came by stealth to the gate of the fort and personally warned Gladwin of his threatened peril. Another chronicler asserts that the wife of one of the French habitants detected a party of savages in the act of sawing off the gun barrels and, by the air of secrecy attending the performance, was aroused to such an extent that she informed one of the artisans of the fort, thus giving the alarm. Whoever the informant may have been, Gladwin faithfully maintained the confidence, as no authentic report has been found to exist among his papers. Many years after the conspiracy, an unsigned manuscript was discovered, presumably written by one of the priests at the mission opposite Detroit. This substantiates the Mohican account, though a more popular legend has to do with an Indian maiden, Catherine by name, who is supposed to have formed an attachment for the commandant, and, in truly melodramatic fashion, informed the gallant young captain of the plot of the sixty warriors. However the warning may have been given, the British were fully prepared for any denouement, and when Pontiac and his men appeared the garrison was under arms.

Seated in the council chamber, the commandant and his staff received the visitors, but gave no sign that they suspected treachery, save that they appeared with a full complement of side arms. As he passed through the narrow streets, Pontiac saw at once that every

soldier was equipped with musket and bayonet and that small squads, fully armed, had been deployed about the gates of the fort. The disappointment was a bitter one, but retreat was impossible. The visit had to be carried out or additional suspicion would be aroused. Gladwin listened with apparent good humor to Pontiac's oration of friendship until the chief was about to present the wampum belt. Then, at the sudden signal from the commandant, the roll of the drums was heard. The crisis had arrived. The English soon perceived that even the renowned chief could not preserve his usual stoical expression. The white men had played the game with a reckless bravery that completely overawed the savages. At the psychological moment Gladwin sprang from his chair and, pulling aside the blanket of one of the visitors, he exposed a hidden gun to the assembly. In a bitter arraignment of their treachery, the commandant assured the Indians that the vengeance of the White Father would be sudden and severe should any further instance of misconduct warrant their punishment, but that so long as they remained faithful to the conditions of their treaties, the friendship of the British would be ever generous. To further impress his tendency towards friendship and forgiveness, Gladwin served the conspirators with food and beer before dismissing them. The seeds of a great uneasiness were sowed among the whites by this verification of treacherous intentions and the humiliating experience of the proud chief only made the more bitter his hatred for the English and the more firm his intention of driving them from the land.

Repeated efforts on the part of Pontiac to regain the English confidence that he might make effective his original plans, met with failure. The garrison was kept almost constantly under arms in anticipation of an attack in force.

Goaded to a frenzy by this unexpected turn of affairs, the chief shortly gave up all semblance of friendship and openly attacked three settlers, who were put to the torture within sight of the fort. Following this, a settler, one James Fisher, his wife and two soldiers were massacred on Belle Isle and a herd of the garrison cattle, pastured there, was stolen. On the same day Pontiac moved his camp across the river to the Michigan shore, thus formally beginning a war destined to place Detroit in the position of a beleaguered citadel and to continue for many days.

The situation at once became serious. It was even necessary to burn the buildings in the vicinity of the fort, that no cover might be afforded an attacking party. Supplies were pitifully short inside the stockade, and as soon as the commandant saw that the savages were determined to continue their attacks, he decided to ask for a parley, and thus give his men an opportunity to replenish the stores. La Butte, the interpreter, was sent to Pontiac's camp to inquire into the reasons for the chief's actions. He returned with the report that the Indians might be pacified by the presentation of a few suitable gifts. Pontiac suggested that Captain Campbell and Lieutenant McDougall, both of whom had been upon especially good terms with the Indians before the outbreak, be sent to his camp for a council. Heedless of warnings from their comrades, the two men accepted the invitation and were immediately made captives. For a time the English were tempted to abandon the fort, but Gladwin was determined to hold out at all hazards and his men successfully stood off a large party of savages who opened fire shortly after taking the two captives. This gave the troops some encouragement, though much of the baggage of the garrison was placed on board the schooner "Gladwin," lying before the fort in the river, as a precaution against its capture. Orders were given that the ship was to sail at once to Niagara on the flying of a certain signal from the fort.

Realizing that starvation was his most powerful ally, Pontiac made every effort to prevent the sale of supplies to the besieged fort, by the French habitants. In this he was unsuc-

cessful. Meagre though sufficient stores were obtained from both sides of the river. As the siege continued, however, even these slender sources were threatened, and on May 21 it was decided to dispatch the *Gladwin* to Niagara to hasten forward relief. This done, a party from the fort searched the houses of the French settlers in quest of forage, but were successful only in a small way. Throughout June, the utmost anxiety prevailed inside the stockade, the danger of starvation becoming daily more imminent. On the last of the month the hearts of the garrison were overjoyed by the sight of a schooner which appeared in the river and later landed a force of half a hundred men, a supply of ammunition and one hundred and fifty barrels of provisions, thus temporarily relieving an almost untenable situation.

Early in July the French formed a company of militia, after refusing to join forces with Pontiac, and were equipped with muskets and ammunition by the English commandant. This was a severe blow to Pontiac and the infuriated Indians decided upon a bold attempt to cut off all sources of communication between their enemies and the forts at Niagara, by burning the "*Gladwin*" and her consort, a sloop named the "*Beaver*." Large rafts of blazing logs were set adrift above the moorings of the two boats, in hopes of thus setting them afire. The vessels slipped their cables in time to avoid the rafts and were then dispatched to the Indian villages, where a lively fusillade was begun against the fragile wigwams. This method of bringing the fight into their own camp so terrified two of the tribes that they immediately sued for peace and effected treaties with *Gladwin*.

Lieutenant McDougall, who had been held prisoner since the early stages of the siege, eluded his captors and succeeded in making his way in safety to the gates of the fort. Captain Campbell was less fortunate, however. During a sortie against a barricade held by the savages, a party of soldiers killed several of the Indians, whom they at once scalped. To pay for this indignity, Captain Campbell was securely bound and slowly hacked to pieces in the most shocking manner.

Toward the last of July a large body of reinforcements arrived under Captain Dalzell, who had been commissioned by General Amherst to put an end to the siege. Several cannon and ample supplies were brought under guard of the party, and with the stores thus replenished it became at once apparent to the commandant that he had but to remain quietly on guard within the stockade and tire out his antagonist in a waiting game. Captain Dalzell, however, insisted in leading his men in a decisive attack against Pontiac's warriors, and would take no suggestions from the garrison officers. On July 31, he advanced against the Indian camp to the eastward of the fort, being supported by two bateaux, which were to open fire with swivels, from the river.

Disregarding suggestions that he should carefully deploy a skirmish line in advance and on the flanks of his main force, Dalzell marched his men in perfect order along the edge of the forest. Pontiac anticipated the attack and waited the British in ambush in the vicinity of Parent's creek, since known as Bloody Run. A narrow bridge extended across the lowland at this point, and it was there that the Indians poured a withering fire into the troops, who were completely surprised. Every tree and thicket became ablaze with death spitting fire. The English charged the bridge in a fruitless effort to dislodge the as yet unseen enemy. Dalzell was shot down and the soldiers were thrown into complete confusion, which would have ended in a disastrous rout save for the coolness of one Captain Rogers, who assumed command. He succeeded in effecting an orderly retreat to the house of Jacques Campau, where he made a stand until reinforced by a party from the fort. With a loss of fifty-nine men, killed and captured and a score or more of wounded, the detachment reached the fort late on the afternoon of the attack. Some chroniclers assert that the loss to the British in

this battle of Bloody Run, was far in excess of the above number, and state that only ninety of the original two hundred and fifty regained the stockade.

Though the victory was a decided one for the Indians, Pontiac was made to realize, by the arrival of additional men and supplies, that his struggle against a people possessed of apparently limitless resources was a futile one. His lieutenants, the chiefs of the subsidiary tribes, had been successful in the planned destruction of the fort at Mackinac and those at other points, but he was forced to admit that he, the leader of the conspiracy and the originator of all the plans, had been outwitted. His was the humiliation of being the only chief to fail.

The autumn found the British in better condition to continue the siege than at any time since its origin, while the Indians were without permanent shelter and were lacking in ammunition and food for the winter's fighting. General Amherst had made a vigorous protest to the French authorities against the attitude of some of the habitants, and this resulted in the direction of a decisive communication to the French settlers forbidding the continuance of an attitude that might be construed as unfriendly to English interests. Though possessed of every advantage for cutting off the fort from supplies and reinforcements, Pontiac found himself for some reason unable to accomplish this important detail of his plans. This and the failure of the French to afford material aid, finally induced the proud chief to bow to the inevitable and to sue for peace.

Gladwin would consent to but a temporary armistice, sufficient to enable him to secure definite orders from General Amherst. This was declared in October, and a letter indited by the commandant to his general during that month is of interest in relation to a report of conditions and a suggestion it contained. In part it reads: "The Indians have lost between eighty and ninety of their warriors, but if your excellency still intends to punish them for their barbarities it may easier be done, without any expense to the crown, by permitting a free sale of rum, which will destroy more effectually than fire and sword."

An attempt was made to relieve Gladwin, before winter set in, by the dispatching of Major Wilkins from Niagara, but the expedition met with disaster and was forced to return to await favorable weather for the voyage. It was not until the summer of 1764 that Colonel Bradstreet, with a body of troops, arrived from the east to succeed as commandant. Gladwin's truce virtually ended the war and his men were given, by its conditions, their first opportunity of leaving the post in security, after a strenuous existence on short rations during a period of one hundred and fifty-three days.

Upon the termination of the Pontiac uprising in 1764, much of the gaiety characteristic of the days of the French regime and those of the early English occupation was resumed at the post. Here civilization met savagery. Reckless coureurs de bois and fantastically bedecked Indians exchanged the yields of the chase for whatever manufactured products the settlement traders might offer. Land values advanced by leaps and bounds and their increase, together with the advantageous conditions prevailing for trade, fattened the purses of both the older inhabitants and the more recent acquisitions to the little colony.

Even at this time, however, furs formed the basis of all wealth. Heavily laden canoes were daily beached on the river's bank and the water front became the general center of a lively traffic in beaver pelts. But, as in the days of the French occupancy, the fur trade proved itself a menace to the healthful development of the settlement. The traders were ever on the alert to forestall any project which sought the further clearing of the forests. They looked with growing disfavor on the straggling advance of the line of scattered farms.

Settlement meant the spoliation of the trapping grounds. The protests of the traders found sympathetic ears among the manufacturers and tradesmen in England, for the latter

were selfishly jealous of any colonial advancement which might result in the establishment of western institutions capable of becoming future competitors.

Beginning with John Bradstreet, the commandant who succeeded Gladwin as English chief of affairs, the promotion of individual interests characterized the policy of nearly every man in authority. The practice of fleecing the Indians out of their lands became so general that strict regulations were necessitated, making illegal the transfer of any lands save by treaty through the colonial government.

What was known as New York currency, the first money that came into circulation in Detroit, made its appearance in 1765, and not until that time did the practice of the payment of taxes and commercial obligations in pelts begin to be discontinued. As can be easily imagined, the change was not appreciated by the Indians, who were loath to accept the new medium of exchange. On account of this antipathy, trading was accomplished with no little difficulty, and the former unit of value, the beaver skin, threatened for a time to force its rival from the field.

On April 24, 1767, one Philip Dejean was commissioned as the first chief justice of Detroit. This appointment was necessitated by increasing complications in the business and social relations of the settlers, resulting from the increase in population and the growing importance of the colony. Unfortunately Dejean, who had left Montreal a bankrupt and had come to Detroit to recoup his fortunes, proved a ready accomplice in helping to perfect a rule of petty despotism in which succeeding commandants indulged. The appointment proved an unfortunate one for everyone who fell into his clutches. To Dejean was given the authority of draughting nearly all legal documents, conducting public sales and filling generally the duties of sheriff, notary and justice of the peace.

Since the establishment of the colony it had been constantly under military rule, and immediately following the signing of the treaty of Paris the settlers in the territory affected petitioned for the establishment of civil authority. Detroit, however, continued to be subject to the authority of the military commandants and their appointees, the control of affairs being thus largely shirked by the governor general of Canada, who was nominally in power.

In 1770 what was known as the Northwest Company initiated an aggressive policy of fur buying, in opposition to the old Hudson's Bay company, which had at that time enjoyed nearly one hundred years of almost complete monopoly of the fur business. Rival traders resorted to such lawlessness in inducing the various Indian tribes of the northwest to bring their peltries to their respective masters that only the happy merging of the rival companies averted serious trouble. Rum was offered lavishly as a successful inducement to the Indians, and the authorities either winked at the practice or were unable to prevent its continuance, according to the varying conditions in different parts of Canada. Major Bradstreet was forced to appeal to the Canadian governor for protection against the smuggling of spirits.

The smouldering jealousies of the commercial interests in England that had been in evidence since the establishment of the British at Detroit, but which were directed chiefly against the New England colonies, took definite form in 1774, when sufficient pressure was brought to bear on parliament, despite the efforts of some of England's wisest statesmen, to insure the passage of the Quebec act. This affected the entire territory west of New York and north of the Ohio river. It was evidently intended to prevent the settlement of the western country, for it practically deprived every settler of the benefits of the English law, except in criminal cases.

The passage of this act was not the least of the grievances which a few years later drove the colonists to that rebellion which deprived the English crown of her most valuable

possession and cost her more dearly than any other event in her history. In referring to the act, the Declaration of Independence says that the mother government has set aside "the free system of English laws in a neighboring province, establishing therein an arbitrary government so as to render it an example and a fit instrument for introducing the same absolute rule into these colonies." Despite these measures, the wave of adventure drove the settlers steadily westward. They seemed to thrive on adverse circumstance, though no one perhaps realized that their coming was but the foreshadowing of the birth of a nation more powerful and far greater than the world had seen.

The policy adopted by the English home government relative to the administration of civil rights for the Detroit colony was, in a mild way, comparatively a replica of the general attitude manifest toward the American colonies as a whole. Short-sighted jealousy continued to characterize the treatment accorded those who sought the upbuilding of the frontier settlements and the fuller development of the rich natural resources even then known to exist in the territories. Obstinacy met obstinacy. The pioneers were roused to increased determination. Faint murmurs of protest, broached timidly at first, found ready ear. Soon it became apparent that the spirit rapidly rising in the Atlantic colonies was healthily incubating in the heart of the more remote wilderness. Under less thoroughly established social and political restrictions, the first evidence of a mild ferment of discontent was more readily discernible in the west, perhaps, than in the older and more substantially established commonwealths. Early in the '70s the king's representatives in the Northwest became aware of the impending menace and straightway plans were set on foot for the strengthening of the fort at Detroit.

At this time the middle west, that territory lying to the north and south of the Ohio river, west of its origin, was rapidly filling with a hardy admixture of the more adventurous of the Pennsylvanians and Virginians—a rough, fearless vanguard, such as has ever cut a pathway for civilization. The smoldering ruins of log cabins that had stood as lonely outposts of the pioneer advance, and the pillaged villages of the Indians bore mute evidence of a warfare of extermination,—evidence of the resistance offered the white man's coming. Lust and greed and murder and torture stalked side by side through the forest—grim phantoms of destruction. The governor of Virginia, Lord Dunmore, placed an army in command of General Lewis and from Fort Pitt, at the present site of Pittsburg, frequent sorties were made against the Indians. Though the punishment thus inflicted was severe, it but tended to impress upon the savage mind a hatred for the colonists that only subsequent events were destined to fathom.

When, in 1775, England awoke to the fact that a struggle on the part of the colonies for their political rights and independence was inevitable, the strategic importance of the Detroit post, as well as the supremacy of the inland lakes, became of apparent value. Detroit afforded an ideal base from which to annoy the colonies from the rear and in the Indians, already in an inflammable state against the settlers, the British were quick to see a weapon at once merciless and effective. Whatever losses might be sustained by these ferocious allies would be a matter of little concern to the crown, while the damage they were able to accomplish would be that much clear gain. As an additional advantage, whatever atrocities might be committed could be easily condemned by a shocked and deeply horrified government that, pretending to wage only an honorable and civilized warfare, would find itself in a position to readily shift all responsibility. From the British point of view the conditions then existing in the west and at Detroit were ideal. They were rather impiously declared to be the direct result of an interposition of "Divine Providence." Vainly a few Englishmen protested against the sully of the British arms through association in the coming struggle with

the tomahawk and scalping knife. In vain did the governor-general himself warn the government that the Indians, once loosed, could not be restrained. But the "Divine Providence" argument prevailed with the king. Three lieutenant governors were appointed—one for each of the posts at Detroit, Vincennes and Mackinac. Though much confusion attended these appointments and some difference of opinion is expressed as to the source of the authority under which the offices were created, it appears that the major functions of such appointees included the distribution of gifts to the Indians and the exacting from them of loyalty to the British cause and service under arms in return. As the colonial secretary, the Earl of Dartmouth, who is generally credited with having made the appointments, failed to clearly define the exact status of the officials named, frequent clashes in authority resulted between the lieutenant governors and the military commandants at the three posts, much to the embarrassment of all the officials and the demoralization of discipline.

Captain Henry Hamilton, who received the appointment as lieutenant governor at Detroit, pounced upon the revenues of the post immediately after his arrival in 1775, and through a most notorious connivance with the unscrupulous Philip Dejean, so-called chief justice, he inaugurated a system of petty graft and plunder that outshone the flagrant acts of even the most dishonest of the earlier French commandants. The partnership between these two spoilers seems to have been happily consummated for their mutual advantage. Dejean in his legal capacity had jurisdiction over civil cases at Detroit and even went so far as to assume authority in criminal matters that ought properly to have been referred to the courts at Quebec. The pair became at once the terror of every citizen; no one was immune from their greed. The most unreasonable and extortionate fines were imposed as the result of convictions on the flimsiest of charges. Apparently neither of the conspirators was satisfied until the interests of his friends were furthered, those of his enemies tyrannically checked and the last shilling wrung from the unfortunate debtors who fell into his hands.

Bitter was the feeling of the colonists against Dejean; a petition bearing the signature of nearly every resident at Detroit was presented to the governor general, asking that the post be relieved of its chief justice, but no action was taken. Repeated demands for Dejean's removal from office and the filing of specific charges of extortion resulted finally, however, in a grand-jury investigation of affairs. This was held at Montreal in 1778. Eventually indictments were found against both Dejean and Hamilton, though neither of the culprits was ever brought to trial.

CHAPTER III.

Detroit's Position at Inception of Revolution—Hamilton's Execrable Policies—Indian Atrocities—Expeditions From Detroit During Revolution—Settlers Oppose Hamilton's Plans—Expedition of Indian Allies Under Girty—Attack on Detroit Planned by Americans—The Wyoming Valley Massacre—Expedition Under George Rogers Clark—Hamilton's Expedition from Detroit to Vincennes—Capitulation of Hamilton.

The moment the Revolution was in progress Detroit assumed much the same position, relative to the actual belligerents, that it had occupied during the previous struggle between the French and the British. As then, it served as a most important base for the distribution of supplies and troops, but it was never the scene of a real encounter, although grave fears were entertained by the citizens, on more than one occasion, that the settlement and fort would be razed. Lieutenant Governor Hamilton made the most of every opportunity for galling the colonists, and, as arch demon in inciting the savages to almost untold atrocities, his activities were such as well to justify his selection for the purpose.

Thousands of barrels of rum and unlimited supplies of scalping knives were distributed to the allies with a generosity unprecedented under the rule of former English officials. Messengers were sent calling the more distant tribes to council at Detroit. Barbecues were held in the streets of the town and the Indians were made to see that the colonists were not only a wicked and dangerous people, who were conspiring against the "White Father," but who also sought to possess themselves of the land. It was pointed out that they would succeed unless the Indians came to the aid of their white brothers in a war of extermination. Aside from numerous trinkets and gaudy baubles calculated to catch the savage fancy, rifles, powder and ball were presented promiscuously. Through his interpreters Hamilton even went so far as to attempt to duplicate the forms of savage mummerly characteristic of the usual Indian ceremonials. He chanted war songs and drove knives or hatchets into various grotesque effigies representing the common enemies of the Indians and British.

All of Hamilton's flattery, however, was useless when he attempted to induce the natives to take the field against the settlers, unaccompanied by British soldiers and officers. Apparently no stratagem of which he was capable was sufficient to blind his allies to his real intentions. If his zeal was genuine, it was obvious, the Indians said, that he would want his own men to partake of the glories of the conflict. Daily the lieutenant governor was artfully drawn further and further into the meshes of an insatiable savage greed for presents and still more presents. Every endeavor to maintain the scheme of elaborate generosity which he had at first initiated but brought him into sharper conflict with Captain Lord, the military commander, who, as a result of frequent quarrels, was eventually transferred to Niagara. Captain Richard Beranger Lernoult succeeded Lord at the post.

Again agents were sent to make friends with remote tribes and so many Indians hastened to avail themselves of the free rum, muskets, ammunition, blankets and additional gifts that Detroit soon became the Mecca toward which all trails led. But no one was inclined toward the hardships of the warpath so long as there was feasting and speechmaking to be accomplished and enjoyed. As much as two barrels of rum were

required daily for the entertainment of England's guests, not to mention fattened oxen publicly roasted before the fort. Though this expense became the subject of repeated protests from the governor general, Hamilton seemed unable to obtain the desired results on a more conservative basis and the practice became chronic.

The first few war parties sent out from the fort were immediately successful. Each returned with numerous prisoners taken from captured settlements. Each was accorded a hilarious welcome. More oxen were roasted and additional rum was distributed as a fitting feature of the celebration and as a special reward to the victors. As the prisoners had to be sent to Montreal or Quebec for confinement and as the trouble and expense attending such disposition were considerable, the artful Hamilton hit upon an atrocious scheme of economy. He suggested heartlessly to his allies that scalps furnished excellent evidence of results accomplished by the faithful and could be handled much more conveniently than prisoners. This suggestion gained the lieutenant governor the pseudonym of "Hair Buyer." To the unending shame of England it must be said that the practice of buying scalps, classified as having been taken from men, women and children and paid for accordingly, is a matter of actual record.

Many of the letters comprising Hamilton's correspondence with his superiors—letters received and preserved by them—contain invoices of bale after bale of scalps for which the savages were paid varying amounts from the exchequer of his Gracious Majesty the King. These letters make patent the fact that the "scalp buyer's" superiors were not only cognizant of but winked at and permitted these disgraceful dealings with the allies.

When Dr. Benjamin Franklin was pleading the American cause at the court of France, he submitted among other evidences of atrocious British practices characteristic of their conduct of the war, the following letter. The communication is purported to have been written by a British officer and to have been intercepted while in transmission to Hamilton at Detroit:

"At the request of a Seneca chief, I hereby send to your excellency, under care of James Hoyd, eight packages of scalps, cured, dried, hooped and painted with all the triumphal marks, and of which consignment this is an invoice and explanation. Package number 143, scalps of Congress soldiers, inside painted red with a small black dot to show that they were killed by bullets; those painted brown and marked with a hoe, denote that the soldiers were killed while at their farms; those marked with a black ring denote that the persons were surprised by night; those marked with a black hatchet denote that the persons were killed with the tomahawk. Package number 2, 98 farmers' scalps; a white circle denotes that they were surprised in the day time; those with a red foot denote that the men stood their ground and fought in the defense of their wives and families. Number 3, 97 farmers' scalps; the green hoops denote that they were killed in the fields. Number 4, 102 farmers' scalps; eighteen are marked with a yellow flame to show that they died by torture; the one with the black hand attached belonged to a clergyman. Number 5, 88 scalps of women; those with the braided hair were mothers. Number 6, 193 boys' scalps. Number 7, 211 girls' scalps. Number 8, 122 scalps of all sorts; among them are twenty-nine infant scalps, and those marked with the small white hoops denote that the child was unborn at the time the mother was killed. The chief of the Senecas sends this message: 'Father, we send you here these many scalps that you may see that we are not idle friends. We wish you to send these scalps to the great king that he may regard them and be refreshed; and that he may see our faithfulness in destroying his enemies and be convinced that his presents are appreciated.'"

Thus labored the allies that a Christian king might be "refreshed"; thus did defenseless women and unborn babes become the price of rum and gaudy trinkets; thus were the arms of an empire, the honor of a people, dragged in the mire of shame and lust, to be smeared with a disgrace that will endure until the end of time.

Chief of Hamilton's lieutenants in leading the raiding parties against the settlements were Simon Girty; his two brothers, James and George; Alexander McKee and Mathew Elliott. The mention of either of these names struck terror to the hearts of the defenseless during the early Revolutionary days, and it is probable that no country was ever cursed with the presence of a more unscrupulous set of men. The last two were deserters from the colonial forces under General Lewis at Fort Pitt, but the Girtys were avowedly Tories. Major William Caldwell, Captains Henry Bird and John Butler, of the British regulars, and officers from the French militia at Detroit, were also directed to the occasional joint command of the allies.

The number of expeditions setting out from Detroit and the number of unwarranted and merciless murders committed under British rule, from 1777 to the termination of the Revolution and beyond are impossible of enumeration here. Raids were made into Ohio, Pennsylvania and West Virginia, and were generally successful. The demand for men in the defense of the country against the regular British forces in the east left the western settlements but poorly guarded. Many a block house fell after a siege in which women fought side by side with a handful of men in heroic resistance to a host of yelling savages reinforced by England's trained soldiery. The pioneers not only suffered hardship and privation but also endured unspeakable tortures and finally sacrificed their lives that the frontier might not be pushed further eastward. The fledgeling colonial government, with a war on its hands in the east, was powerless to send relief to the west. Such an attempt meant the traversing of hundreds of miles of savage-infested wilderness, through which it was impossible to transport artillery or military supplies. Advance by water also was impossible. By the summer of 1777 the British had established the beginnings of a navy on the Great Lakes. The schooner "Gladwin" was supplemented by the building of several craft, and a regular rate of pay for officers and sailors quickly recruited adequate crews. Though the ships were comparatively small they were sufficiently formidable to be capable of maintaining an efficient police service. They were mostly used, however, in continuing communication with Mackinac and in transporting troops and supplies to Detroit. All vessels navigating waters west of Lake Ontario were required to register at the latter port.

Few victories of importance fell to the allied arms until 1778. By this time the settlers had become thoroughly aroused to the necessity of offering some armed resistance to Hamilton's plans. Counter raiding parties advanced into Ohio and Indiana from Kentucky and at Fort Pitt an attack was planned on Detroit. Two forts, Fort McIntosh and Fort Laurens, were built on Beaver creek and the Tuscarawas river respectively, both being located in southern Ohio. Colonial General Gibson was detailed to the western service by George Washington and at once occupied Fort Laurens. It was planned that he advance on Detroit after wintering at the fort.

Just at this time Hamilton's former plan for the establishment of an Indian confederacy stood him in good stead. He had sent Simon Girty, who was well versed in Indian customs and dialects, to nearly every savage village of consequence. Girty's influence with the Indians was phenomenal; as a result of his activities the British relationship with almost every tribe was considerably strengthened. News of the erection of the Ohio forts was quickly brought to Detroit by Girty's converts and even Gibson's intention of advancing

ing northward was made known to Hamilton. Girty, who was an old-time enemy of Gibson, was given command of between seven hundred and eight hundred Indians and ordered to capture Fort Laurens. He set out with alacrity on this quest for more scalps, but the intervention of an unexpected circumstance partially thwarted his plans. Prior to this time a religious sect, the Moravians, or as they styled themselves, "The United Brethren in Christ," had gained a secure foothold in Ohio. The order, which had originally settled in the south, in 1735, had later moved to Pennsylvania. Coming from that state, missionaries, who sought the conversion of the Indians, had established a branch church and settlement at Gnadenhutten, near Fort Laurens. Always seeking the promotion of peace, the Moravian belief held to the principle of "turning the other cheek" when attacked and discountenanced resistance, either in the defense of property or life.

Through some of the converted Indians news of Girty's advance reached David Zeisberger, the missionary at Gnadenhutten. Zeisberger immediately informed Gibson of the impending attack and advised him to keep his men within the walls of the Laurens stockade. Gibson at once dispatched a portion of his force to Fort McIntosh, in quest of reinforcements and supplies. The relief party was attacked on its return, several men were killed and scalped in plain sight of Gibson's redoubt, and letters to the commander were taken by Girty's men. The captured letters contained complete details of the planned attack of the Americans on the Detroit post. Gibson now realized the value of his missionary friend's advice and kept so closely within the fort that Girty's men withdrew after a short siege. Captain Bird arrived from Detroit with a strong force of Indians shortly afterward. He in turn besieged the fort, but was unsuccessful save for the killing in ambush of a small party of wagoners from the fort. Though Gibson succeeded in holding Fort Laurens, the enemy were in possession of his plans and this, coupled with the losses he had sustained, necessitated the abandonment of the Detroit attack.

In the same year Captain Bird, of the British forces, fell victim to a disappointment in love. Apparently, save American scalps, nothing could divert his mind from the tortures of his heart. He accordingly set out from Detroit with John Butler and a party of rangers and Indians. The object of the expedition was an attack upon Butler's former neighbors in Wyoming Valley, Pennsylvania. Butler was originally from Connecticut. Nearly every man of the Americans was absent with the colonial army and the allies found the valley but poorly defended. The settlers, fearing a savage butchery in case they surrendered, retired within a small fort. Butler followed the usual trick of showing only a portion of his force and then retreating, in order to invite pursuit. His main body of savages remained hidden in ambush. The settlers advanced, only to be surrounded and tomahawked in their tracks. Nearly two hundred scalps were taken to assuage Captain Bird's tortured mind. Meanwhile the fort was fired and nearly all the settlers perished in the flames rather than submit to the tortures they knew were certain once they asked for mercy. Few escaped. The neighboring Cherry Valley was also attacked successfully and more Americans were tortured, killed and scalped. For this service to his gracious majesty, Butler was given a grant of some five thousand acres of land and a substantial annuity.

Similar raids were organized and sent into Ohio during 1778, from the posts at Vincennes, Indiana, and Kaskaskia, Illinois. These were ostensibly launched in furtherance of a treaty agreement between England and Spain, to the effect that the settlements must not encroach on territory claimed by the latter power east of the Alleghanies.

Every such raid was but a replica of its predecessor and but helped to swell the list of outright murders and tortures for which the then greatest government in the world must ever be held directly responsible.

Toward the close of 1778 a second attempt was made by the Americans to administer some punishment for these depredations. General Brodhead, of the colonial regulars, was sent into Ohio with a force of between two thousand and three thousand men. Indian runners promptly bore news of the advance to Hamilton. The whole settlement at Detroit was immediately thrown into consternation by the conclusion that Brodhead's objective point could be none other than the Detroit post. Though the garrison had been kept in fighting order since the beginning of the Revolution, Captain Lernoult, now a major, suddenly realized that the fort was not sufficiently strong to withstand well directed artillery fire. Strategically it occupied a poor position, because of higher ground to the north. The only recourse was the erection of a second fort on the elevation. Accordingly what became known as Fort Lernoult was hastily built on the present site of the Detroit federal building. It was rectangular in shape and was flanked by effective bastions at the four corners. Brodhead's advance, however, terminated at a point in the Maumee valley, nearly one hundred miles from Detroit.

Fortunately for the settlers, one man, Colonel George Rogers Clark, of Kentucky, not only saw the advantage to the colonial government of the capture of Detroit, but was undismayed by the difficulties of a wilderness campaign. Again and again he besought the American leaders for an army. Though he was known to be an intrepid fighter, his personal habits were such as to discredit his requests at a time when the government was so hard pressed for men and stores; in addition to this he had numerous and powerful enemies. Not discouraged by repeated refusals of a command, the capture of Detroit became his life ambition. He believed that if he could but succeed in taking the posts in Indiana and Illinois the colonial government would then give him command of a force adequate for the more serious undertaking.

With such a plan in view, Clark set out in the fall of 1778 with something more than five hundred rangers and woodsmen, for the posts at Kaskaskia, Kahokia and Vincennes. Though his followers were poorly equipped and were unversed in the approved military tactics, they were Indian fighters, every man of them. Inured to hardship and want, they fought largely for the love of fighting; they needed no direction in the handling of their long, brown rifles; they lacked nothing of courage and dash; they knew how to move quickly and quietly.

The garrison at Kaskaskia was completely surprised. Every village in Illinois was in terror of the "Long Knives," as the Kentuckians were called. Both the settlers and the British soldiers had heard of and feared the vengeance of the southerners. Many of the inhabitants were French. They sent a deputation to Clark offering themselves as his slaves if he would but protect them from his men. The British were informed that they would come to no harm if the post was surrendered peacefully, and great rejoicing and expressions of allegiance to the American cause followed Clark's announcement to the French that they might remain in their homes in perfect security. The post was surrendered, as was later Kahokia, without the firing of a shot. The French at Vincennes were informed by the Kaskaskians of the latter's treatment at the hands of Clark, and Vincennes was also surrendered without resistance. The Wyoming Valley massacre, under Bird, and the capture of Kaskaskia, under George Rogers Clark, took place on the same day,—July 3, 1778.

The advance northward had continuously tended to deplete the ranks of his little army, and now Clark found himself unable to hold the posts he had taken. Believing in the expressions of loyalty as voiced by the French, he decided to retire to Kaskaskia to await reinforcements. He left but two men in charge of the fort at Vincennes. The expected reinforcements consisted of one hundred men under command of Colonel Archibald Lochry, who attempted to advance from Pennsylvania. Unknown to Clark, Lochry's entire party were ambushed and killed near the Ohio by a large force of Indians under George Girty and Joseph Brant, of Detroit.

Day after day Clark awaited assistance which never came. Meanwhile refugees from Vincennes had reached Detroit with news of the American success, and Hamilton set about organizing an expedition for the recapture of the British posts. The French refusing to fight, Vincennes was easily retaken. The situation of the Americans became desperate. They were hundreds of miles from a base of supplies and could not successfully retreat before an enemy well equipped for pursuit. Hamilton's force, which consisted of a portion of a regiment of English regulars, a detachment of French militia and nearly two hundred Indians, had established itself within the retaken fort at Vincennes. There was nothing for Clark to do but attack. This he did. With unparalleled boldness he planned to surprise Hamilton in his fort. The melting of a heavy snow practically flooded the country and Hamilton had delayed proceeding against Clark until the waters subsided. This afforded Clark his opportunity.

Placing his supplies and a few men in canoes, he led the main body of his army of one hundred and fifty men toward Vincennes, by a circuitous route, keeping clear of the trails in order to avoid sentinels and outposts. For four days his men advanced, submerged to their shoulders in the icy water and carrying their knapsacks on their heads. Marshes and swamps were crossed and at times the hardships seemed almost unbearable, but they were Kentuckians and they had started for Vincennes to fight the British.

Arrived before Vincennes, Clark issued a proclamation warning British sympathizers to retire within the fort and offering enlistment in his own ranks to those who espoused the American cause. He kept his little army carefully secluded, that Hamilton might not become aware of its limited strength. Hamilton, always a coward, quite mistook the real situation and remained carefully behind the redoubts with his forces. The Kentuckians fought in true frontier style. The showing of a head above the stockade meant the crack of a rifle directed with deadly aim. Every available bit of cover near the fort concealed a merciless agent of destruction. Finally Clark resorted to a time-worn ruse. Hamilton's garrison awoke one morning to find two cannon trained on the gate of their fort. Their provisions were extremely low, and this new danger not only threw the commander into a state of abject terror but also completely demoralized his entire force. Clark was immediately asked for terms of surrender. He sent word that surrender must be unconditional and that the British must evacuate the territory and turn over all arms and supplies. Hamilton dared not strike his flag under such conditions and the siege was continued. He afterward learned, much to his chagrin, that the two "cannon" were nothing more formidable than logs painted black and mounted on gun carriages.

Philip Dejean, who had accompanied Hamilton on the expedition to Vincennes, had been, upon the arrival of Clark's forces before that place, ordered to return to Detroit for supplies and reinforcements. Word of this reached Clark. The Americans were also informed that Dejean's relief expedition had set out for Vincennes in canoes and bateaux, with some fifty thousand dollars' worth of stores. This was a prize worth taking. Clark

sent half his force to intercept Dejean on the Wabash. The British were successfully surprised and the stores, together with several soldiers and Indians, were captured. A few of the savages were scalped before the redoubt at Vincennes, for Hamilton's benefit, and a few whites were allowed to escape to the fort to tell its commander of the disaster. On the following day, March 5, 1779, Vincennes was surrendered on Clark's terms and Hamilton, Dejean and officers of the British regulars were dispatched under escort to Fort Pitt as prisoners of war.

For this magnificent service to the colonial cause Clark was voted a resolution of "thanks" by the legislature of Virginia; some time later he was grudgingly given the rather empty title of general. Though his ultimate object throughout the Vincennes campaign had been the storming of Detroit and the termination of the outrages perpetrated by the British and Indians, he now found his force inadequate for further advance into the enemy's country. Vainly he besought the colonial authorities for reinforcements. This man, who had mustered his own army and led them to victory; this "general" who had accomplished, without even the knowledge of Washington, more than any other soldier sent into the northwest up to that time, was completely ignored. Correspondence between Thomas Jefferson and General George Washington indicates that the former at least appreciated Clark's abilities as a fighter. Jefferson repeatedly attempted to have Clark provided with a respectable command, but Brodhead, of the colonial forces, who had been given one opportunity and had failed, was still ambitious. Extreme jealousy between that officer and Clark ultimately defeated the Detroit expedition. In spite of promises of assistance, Clark was finally refused troops with which to follow up his achievement and was left to extricate his little command from its precarious position as best he might. The vantage point gained by the suffering and bravery of the Kentuckians and by the courage and dash of their commander was abandoned with the thanks of Virginia.

Clark returned to the Ohio river to renew his pleadings for an army. He led several successful attacks against the Indians in the Ohio country during 1783, but was obliged to see the ambition of his life—the command of a real military force—given to a less capable man than himself. Finally he was allowed to die in loneliness and neglect in Kentucky, heartbroken because his powerful enemies in the east remembered that he was high tempered and occasionally intemperate.

CHAPTER IV.

Strengthening of the Detroit Post Under DePeyster—Expedition Against the Moravian Villages in Ohio.

Shortly after the capture of Hamilton, Colonel DePeyster, formerly stationed at Mackinac, was dispatched to Detroit. The British, realizing that the Detroit post would be subjected to constant danger of capture so long as Clark remained in the field, strengthened their forces at Detroit by sending west a considerable force from Niagara.

With the evident purpose of discouraging any further expeditions north, Captain Bird was sent from Detroit to carry the war into the enemy's country. In the spring of 1780 he set out for Kentucky with a force of some six hundred Indians and rangers. Arrived before Ruddle's Station, Captain Bird accepted the surrender of the settlers on the understanding that the latter were to be prisoners of the British and not of the Indians. He was unable to control the allies, however, and the usual Indian massacre took place. Following the attack and capture of two other small settlements, it became apparent to Captain Bird that his Indians intended to pay no heed to his commands. On this account he returned to Detroit, accomplishing only in part the objects of his mission.

During these years the Moravians had kept steadily at the task of Christianizing the Indians. David Zeisberger, chief of the missionaries, had accomplished such results with the Delawares that that tribe refused to ally itself with the British and remained neutral. These Indians devoted themselves to agricultural pursuits and established permanent settlements on the Muskingum. The British had long felt that in Zeisberger's zeal for the success of the American cause was to be found an explanation of the readiness with which colonial officers gained information of British affairs. Colonel DePeyster therefore directed Alexander McKee, Indian agent, to eliminate the Moravians from what was becoming an embarrassing situation. McKee attempted to incite both the Iroquois and Chippewas against the Moravian villages in southern Ohio, but neither would consent to take the warpath against the Delawares. Finally Colonel Mathew Elliott, of Detroit, proceeded to the Moravian villages and sent the missionaries, their women and children, to Detroit. Their unharvested crops were abandoned in the fields. After remaining at Detroit for several months the missionaries, with their converted Indian followers, were sent to Ohio, under command of a Wyandotte chief. Their supplies running short, a considerable body of converts were sent to the Muskingum settlements for the unharvested grain. While there, they were attacked by a body of Pennsylvania militia under Colonel Williamson and were mercilessly slaughtered. This unfortunate occurrence seems to have been due to a misunderstanding on the part of the Pennsylvanians. The latter mistook the innocent victims for a party of hostile Delawares, against whom a campaign was in progress. The neutral Delawares refused to ally themselves with the American cause and later joined the British, the incident of the slaughter by the Pennsylvanians probably influencing them strongly in this decision.

The Pennsylvanians paid dearly for their mistake when Colonel Crawford's command was met, in the spring of 1782, by a party of Delawares under Simon Girty. The most

extreme cruelties the savages could invent were visited upon Crawford, who had become separated with several others from his fleeing command. Captain Pipe, chief of the Delawares and formerly a friend of the Americans, led in the tortures.

During the same year Simon Girty, Elliott and McKee were sent as lieutenants under Major William Caldwell to visit the settlements of the Delawares and Miamis in Ohio. Caldwell established camp at a point near the present site of Piqua and from there set out on a raid against Bryan's Station in Kentucky. Failing in this, he met a force under Colonel John Todd, of Kentucky. Todd's men were led into ambush and nearly eighty were either killed, scalped or taken prisoners. Girty felt that the Moravians were again giving information to the Americans. He sent eight missionaries, among whom was Ziesberger, to Detroit. Upon their arrival, DePeyster gave them the option of returning to their congregations in Pennsylvania or settling in Michigan near Detroit. Deciding on the latter course, land belonging to the Chippewas, near the present city of Mount Clemens, was allotted to them. The Moravians christened the new settlement New Gnadenhutzen, and though they erected some forty houses, they were soon destined to be forced to move again. When the Revolution was terminated, during the next year, the Chippewas claimed the land and Zeisberger and his followers were allowed to return to the former Gnadenhutzen in Ohio. Some went to Canada. In general the missionaries and their followers were treated with kindness and courtesy by the Detroit authorities. Upon their final departure from the post they were paid between two hundred and three hundred dollars for their houses and cleared lands at Mount Clemens. They left Detroit on board two sailing vessels. A Moravian settlement was established six years later on the banks of the Thames river in Canada.

CHAPTER V.

Problems in Northwest After Close of Revolution—Extravagant Demands of the English—Report of Ephraim Douglass—Washington Demands Surrender of Forts in Disputed Territory—Missions of Baron Steuben—Lieutenant Colonel Hull—English Refuse Demands and Regain Indian Prestige—Harmar's Disastrous Expedition—Commissioners Appointed to Effect Treaties with the Indians—Fruitless Results—General Anthony Wayne Advanced Into the West—President Washington's Message—Conflict at Fort Recovery—Wayne's Subsequent Movements—Battle of Fallen Timber—Wayne's Treaty with the Indians.

Of the events following the treaty terminating the Revolution, the question of the occupancy of the northwest was one of the most embarrassing. The embryonic colonial government claimed the territory between the Ohio river and the lakes, in accordance with the terms of the new agreement. The British refused to evacuate the disputed country under a double pretext. They claimed that their commissioners had not rightly understood the conditions of the agreement that gave the colonies this territory. Likewise they asserted that the colonies had forfeited any right they might have had in the matter through their failure to carry out certain terms of the treaty. These terms had to do with the payment of obligations owed to English traders by American merchants. The already unpopular court party in England found itself in a position to yield gracefully to the demands of the combined English and Canadian financial interests in establishing a policy quite in accord with its own desires—a policy of delay. Smarting under its defeat at arms, and realizing the extent to which the Indian situation in the west would handicap the fledgling states, the crown apparently determined to bully the colonies into yielding.

Repeated demands for possession of the forts at Niagara, Mackinac and Detroit met first with evasions, then with persistent refusals. But congress determined to ignore the possibility of any such misunderstanding. It proceeded with the business of effecting treaties with the Indians very much as though no dispute existed. Obviously it was England's play to attempt to forestall this process. In this her relationship with the savages was a decided advantage.

Perhaps the best idea of the British attitude is gained from the report of Ephraim Douglass, who was sent by the secretary of war to counsel with the Indians. Of his experience with British officers he reported in August, 1784:

Sir:—

In obedience to the instructions you honored me with on the 5th of May last, I have used every endeavor in my power to execute in the fullest manner your orders. * * * Captain Pipe, who is the principal man of the nation (Delawares), received me with every demonstration of joy, * * * but told me as his nation was not the principal one, nor had voluntarily engaged in the war, it would be proper for me first to communicate my business to the Hurons and Shawnese, and afterwards to the Delawares. That he had announced my arrival to the Hurons and expected such of them as were at home would very shortly be over to see and welcome me. This soon happened as he had expected, but as none of their chiefs were present, I declined speaking publicly to them, knowing that I could receive no authentic answer, and unwilling to expend unnecessarily the wampum I

had prepared for this occasion. I informed them for their satisfaction of the peace with England, and told them that the United States were disposed to be in friendship with Indians also,—desired them to send for their head men, particularly for the Half King, chief of the Wyandottes at Brownstown, who was gone to Detroit. * * * The Hurons, nevertheless, failed sending to Detroit, partly through the want of authority in the old men present and partly through the assurance of the wife of the Half King, who was confident her husband would be home in two days, and therefore a journey which would require six or seven was altogether unnecessary. On the evening of the 18th a runner arrived from the Miami with the intelligence that Mr. Elliott had received dispatches from Detroit announcing the arrival of Sir John Johnson at that place; that in consequence the chiefs and warriors were desired to repair thither in a few days, where the council would be held with them. * * * Pipe pressed me to accompany him to Detroit, assuring me that it would be useless to wait the coming of the Indians from the Miami, that they would spend their time in useless counciling there till the treaty of Detroit would come on, and that if I even could assemble them I could obtain nothing from the interview. That if the Half King was present he would not undertake to give me an answer without consulting the chiefs of the Huron tribe at Detroit, and that these would determine nothing without first asking the advice of their Father the Commandant. When I arrived at Detroit, where I was received with much politeness and treated with great civility by the commandant, to whom I delivered your letters, showed your instructions and pressed for an opportunity of communicating them to the Indians as soon as might be. He professed the strongest desire of bringing about a reconciliation between the United States and the several Indian nations; declared that he would willingly promote it all in his power; but that until he was authorized by his superiors in command, he could not consent that anything should be said to the Indians relative to the boundary of the United States; for though he knew from the king's proclamation that the war with America was at an end, he had no official information to justify his supposing the states extended to this place, and therefore could not consent to the Indians being told so; especially as he had uniformly declared to them that he did not know these posts were to be evacuated by the English. He had no objection, he said, to communicating the friendly offers of the United States, and would cheerfully make known to them the substance of your letter to him. In the morning of the 5th I received an intimation from Colonel DePeyster, through Captain McKee, that it was his wish that I would go on to Niagara as soon as I had recovered from the fatigue of my journey. In consequence of this I waited on him in the afternoon and pressed with greater warmth than yesterday the necessity of my speaking with the Indians and receiving an answer from them. I pressed him to suffer me to proceed on my business without his interference, and offered him my word that I would say nothing to them respecting the limits of the states, but confine myself to the offer of peace or choice of war, and the invitation to treaty. He would not retract his resolution without further orders from the commander in chief, and I was obliged to submit, however unwillingly; but must do him the justice to acknowledge that he made every offer of civility and service except that which he considered inconsistent with his duty. On the 6th I attended the council which Colonel DePeyster held with the Indians, to which he had yesterday invited me. After delivering his business of calling them together, he published to them your letter and pressed them to continue in the strictest amity with the subjects of the United States, representing to them the folly of continuing hostilities and assured them that he could by no means give them any further assistance against the people of America. * * * On the morning of the 7th I took my leave of Colonel DePeyster, after having received more civilities from him than the limits of this report will suffer me to enumerate; * * * I arrived at Niagara on the 11th, was introduced to General MacLean, who was prepared for my coming, delivered him Colonel DePeyster's letter, and was received with every mark of attention, but he declined entering upon any business this day. On the evening of the 13th I received a note from the general requesting a copy of my instructions to send to the commander in chief to facilitate business. I sent him word that he should be obeyed, and early in the morning began to execute my promise, but before

I had finished copying them I received a verbal message that he wished to see me at his quarters. * * * He informed me that he had sent for me to show me the copy of a letter he was writing to Colonel DePeyster. It contained instructions to that gentleman in consequence of my representations of the murders committed by the western Indians in course of the last spring and since; by his account they had been positively forbidden to be guilty of any such outrage. He pressed Colonel DePeyster very earnestly to examine minutely into this affair; to forbid the Indians in the most positive manner to be guilty of such future misconduct; to order them to deliver up immediately such prisoners as they had captured through the spring, into the hands of himself or his officers; and further to tell them that if they did not desist from these practices the British troops would join the Americans to punish them.

Though the attitude of the British officers at Detroit and Niagara prevented the complete success of Douglass' mission in the west, his visit resulted in greatly weakening English influence with the Indians. DePeyster felt a difference in the attitude of the allies almost immediately and wrote Governor Haldimand's office requesting that Sir John Johnson be sent to Detroit. Sir John had, as Indian agent, inspired the respect of the savages and was probably more influential in Indian councils than any other Englishman in the colonies.

Congress being left much in doubt as to England's real intentions, Washington sent Baron Steuben to make formal demand of Governor Haldimand for the surrender of the forts in the disputed territory. Douglass reported that Sir John Johnson had assembled the Indians at Sandusky in the fall of 1783, had given them many presents and had addressed them declaring: "That the king, his and their common father, had made peace with the Americans, and had given them the country they possessed on this continent; but that the report of his having given them any part of the Indian lands was false, and fabricated by the Americans for the purpose of provoking the Indians against their father; that they should therefore shut their ears against it. So far the contrary was proved that the great river Ohio was to be the line between the Indians in this quarter and the Americans; over which the latter ought not to pass and return in safety. That, however, as the war between Britain and America was now at an end, and as the Indians had engaged in it from their attachment to the crown, and not from any quarrel of their own, he would, as was usual at the end of a war, take the tomahawk out of their hand; though he would not remove it out of sight or far from them, but lay it down carefully by their side that they might have it convenient to use in defense of their rights and property, if they were invaded or molested by the Americans."

Baron Steuben's mission to Quebec was no more successful than was that of Douglass. Governor Haldimand replied to Washington's demands in a letter which he entrusted to the Baron, declaring that the treaty was but a temporary one. He further advised that no commands had been received by him relative to surrendering the lake posts to the colonial government. A year later (May, 1784) Secretary of War Knox induced congress to send Lieutenant Colonel William Hull, he who was later governor of Michigan Territory, to Quebec on a similar errand. Again Haldimand refused to surrender the forts. In 1786 John Adams, minister to England, reported to congress that the British government had refused his formal demand for the territory, claiming violation by Americans of the treaty provisions relative to the payment of debts.

During these continued delays, the English made rapid headway in regaining their former prestige with the savages. The inability of congress to bring the dispute to a definite conclusion, together with the change in Indian sentiment, encouraged the Canadian merchants to urge that no concessions be made by the crown. Repeated memorials were

addressed to the English government by these merchants, insisting that Americans had forfeited any rights that made the treaties of permanent effect. This no doubt had much to do with continuing the policy of delay and with the failure of the British officers to fulfill the promises made to Douglass relative to promoting peace between the Indians and the settlers. The Indians, always eager to fight, were quick to comprehend the situation and began again their raids on the weaker settlements. This finally drove congress to action.

General Harmar was placed in command of a punitive expedition against the savages, but before the departure of his force, the secretary of war notified the commandant at Detroit of Harmar's plans, stating that the latter were directed solely against the Indians. As might have been anticipated, the British were prompt to come to the aid of the savages. Harmar suffered a disastrous defeat on October 19, 1790, and again on the 20th, at the Miami villages in Ohio. Again American scalps dangled from poles carried through the streets of Detroit; again the returning warriors were greeted at the post as conquerors.

After the defeat of a second force under St. Clair, who was worsted in an engagement taking place in November, 1791, the Indians had practically free rein for a period of nearly two years. In 1793 three commissioners were named to meet the savages at Sandusky. Their purpose was to effect treaties with the warring tribes. The Indians referred the proposals of the commissioners to British officials and upon the advice of the latter finally refused to consent to the establishment of any boundary other than the Ohio river, between the settlers and themselves. Though the attempts of the commissioners were fruitless, certain of the tribes again began to doubt the ability of England to hold out against the Americans. It was only by means of a generous disposition of gifts by the British officers that the savages were induced to continue their allegiance. To supplement the gifts and to further strengthen Indian faith in his government, Lieutenant Governor Simcoe of Canada decided to establish a new fort on the Miami river. This was done in spite of British protestations of neutrality so far as their attitude concerned the relationship between the federal government and the Indians. Subsequently this same fort was even garrisoned by a detachment of troops under command of Captain Caldwell, of Detroit, in flagrant contradiction to the former assurances made to Ephraim Douglass by Colonel DePeyster and other British officers.

After such an act, congress no longer had ground for doubt as to England's exact position. Indian arrogance, always encouraged by the English, finally became so unbearable that congress' only hope of relief from continuous raids against the western settlers lay in administering swift and severe punishment.

Accordingly it was decided to advance General Anthony Wayne into the west with a sufficient force to cope with the Indians and even with the British, should need arise. The advisability of such a course had been previously made clear by a message from the president, George Washington, delivered to the senate on February 14, 1791. Washington said:

"Conceiving that in the possible event of a refusal of justice on the part of Great Britain, we should stand less committed should it be made to a private rather than a public person, I employed Mr. Gouverneur Morris, who was on the spot, and without giving him any definite character, to enter informally into the conferences before mentioned. For your more particular information I lay before you the instructions I gave him and those parts of his communications wherein the British ministers appear, either in conversation or by letter. These are two letters from the Duke of Leeds to Mr. Morris and three letters of Mr.

Morris giving an account of two conferences with the Duke of Leeds and one with him and Mr. Pitt. The sum of these is that they declare without scruple they do not mean to fulfill what remains of the treaty of peace to be fulfilled on their part (by which we are to understand the delivery of the posts and payment of property carried off) till performance on our part, and compensation where the delay has rendered the performance now impracticable; that on the subject of a treaty of commerce they avoided direct answers, so as to satisfy Mr. Morris they did not mean to enter into one unless it could be extended to a treaty of alliance offensive and defensive, or unless in the event of a rupture with Spain."

In compliance with the orders of Secretary of War Knox, General Wayne, commander in chief of the American army, proceeded to Pittsburg in 1792, for the purpose of recruiting and drilling a force for his western expedition. During this year additional overtures of peace were made to the Indians who refused to council for a treaty. The effect of this refusal on the secretary of war was such that he strongly opposed any advance of American forces into the northwest, but, regardless of this, Wayne led his army westward the next year, as far as the present site of Cincinnati. There he was joined by a considerable force of Kentuckians and with them he advanced in November to Greenville, in Ohio, where he spent the winter of 1793-4.

From the camp at Greenville, Wayne sent a detachment of men to the spot of St. Clair's defeat. The detachment arrived on Christmas day and began the work of burying the American dead who had fallen in the savage butchery of two years before. This done, the troops began the erection of a fort called Fort Recovery, in commemoration of the recovery of that immediate territory from the Indians. Always exposed to the possibility of a savage surprise, this experience schooled the troops in being ever on the alert. Upon its completion the fort was garrisoned by one company of artillery and one of infantry, while the remainder of the force was returned to Greenville. At the latter place Fort Greenville, a formidable redoubt covering the larger portion of the town, was then built. Here Wayne remained until July, when he advanced to the Maumee rapids.

Though the fact that the English were giving the savages at least their moral support against the Americans, was by this time generally known, it was not thought that America's late antagonist would take up arms without formally declaring war. The British took part in an attack, however, against the Americans, in a sharp battle fought before Fort Recovery. Wayne was at this time with his troops at Greenville. Of this sortie Burnet's notes say: "On the 30th of June, a very severe and bloody battle was fought under the walls of Fort Recovery, between a detachment of American troops, consisting of ninety riflemen and fifty dragoons, commanded by Major McMahon, and a very numerous body of Indians and British who at the same instant rushed on the detachment and assailed the fort on every side with great fury. They were repulsed with heavy loss but again rallied and renewed the attack, keeping up a heavy and constant fire during the whole day, which was returned with spirit and effect, by the garrison. * * * On the next morning, McMahon's detachment having entered the fort, the enemy renewed the attack, and continued it with great desperation during the day, but were ultimately compelled to retreat from the same field, on which they had been proudly victorious on the 4th of November, 1791 (St. Clair's defeat). * * * From the official return of Major Mills, adjutant general of the army, it appears that twenty-two officers and non-commissioned officers were killed and thirty wounded. * * * Immediately after the enemy had retreated it was ascertained that their loss had been very heavy, but the full extent of it was not known till it was disclosed at the treaty of Greenville. References were made to that battle by several of the

chiefs in council, from which it was manifest that they had not even then ceased to mourn the distressing losses sustained on that occasion. * * * From the facts afterward communicated to the general it was satisfactorily ascertained that there were a considerable number of British soldiers and Detroit militia engaged with the savages on that occasion. A few days previous to that affair the general had sent out three small parties of Chickasaw and Choctaw Indians to take prisoners for the purpose of obtaining information. One of those parties returned to Greenville on the 28th and reported that they had fallen in with a large body of Indians at Girtystown and that there were a great many white men with them. The other two parties followed the trail of the hostile Indians and were in sight when the assault on the post commenced. They affirmed, one and all, that there were a large number of armed white men, with painted faces, whom they frequently heard conversing in English and encouraging the Indians to persevere; and that there were also three British officers dressed in scarlet who appeared to be men of distinction from the general attention and respect which was paid to them. These persons kept at a distance in the rear of the assailants. Another strong corroborating proof that there were British soldiers and militia in the assault is that a number of ounce balls and buckshot were found lodged in the block houses and stockades of the fort."

Jonathan Alder, who was then living with the Indians, gives in his manuscript autobiography an account of the attack on the fort. He states that Simon Girty was in the action and that one of the American officers was killed by Thomas McKee, a son of the British agent, Colonel Aleck McKee.

Wayne's advance from Greenville to the rapids of the Maumee immediately followed the juncture with his force of sixteen hundred Kentuckians under General Scott. Henry Howe, in his historical collections of Ohio, gives the following account of Wayne's subsequent movements:

"By the 8th of August the army had arrived near the junction of the Auglaize with that stream (Maumee) and commenced the erection of Fort Defiance at that point. The Indians, having learned from a deserter of the approach of Wayne's army, hastily abandoned their headquarters at Auglaize and thus defeated the plan of Wayne to surprise them, for which object he had cut two roads, intending to march by neither. At Fort Defiance, Wayne received full information of the Indians and the assistance they were to derive from the volunteers at Detroit and vicinity. On the 13th of August, true to the spirit of peace advised by Washington, he sent Christian Miller, who had been naturalized among the Shawanese, as a special messenger to offer terms of friendship. Impatient of delay, he moved forward on the 16th, met Miller on his return with the message that if the Americans would wait ten days at Grand Glaize (Fort Defiance) they—the Indians—would decide for peace or war. On the 18th the army arrived at Roche de Boeuf, just south of the site of Waterville, where they erected some light works as a place of deposit for their heavy baggage, which was named Fort Deposit."

The building of these new forts and the swiftness with which the American forces were moved through the wilderness were circumstances that well fulfilled Wayne's intention,—that of impressing the savages with a wholesome respect for American maneuvering. In addition to this the Indians had just suffered severely at Fort Recovery and had come to look upon "The Black-snake," as Wayne was called, with undisguised dread and fear. They had never seen any such fighting on the part of the British as that exhibited by the Americans. Never before had they been compelled to face a well commanded, fairly equipped American army. Now they were enabled to compare their protectors with the Americans

on a reasonably fair basis. The result of this process was speedy cooling of any yearning for additional fighting. Quick of comprehension, the allies soon lost confidence in the British. At this point the English officers had recourse to the old practice of bolstering up the savage courage by another presentation of gifts and by shaming the Indians into continued activity by accusations of cowardice.

After hurriedly completing earthworks at Fort Deposit, Wayne moved his army forward on August 20 for a decisive engagement with the Indians who were encamped on the Maumee near Presque Isle. The following account is taken from Wayne's report of the encounter :

"The legion was on the right, its flank covered by the Maumee; one brigade of mounted volunteers on the left under Brigadier General Todd and the other in the rear under Brigadier General Barbee. A select battalion of mounted volunteers moved in front of the legion commanded by Major Price, who was directed to keep sufficiently advanced so as to give timely notice for the troops to form in case of action, it being yet undetermined whether the Indians would decide for peace or war.

"After advancing about five miles Major Price's corps received so severe a fire from the enemy, who were secreted in the woods and high grass, as to compel them to retreat. The legion was immediately formed in two lines, principally in a close, thick wood, which extended for miles on our left and for a very considerable distance in front; the ground being covered with old-fallen timber, probably occasioned by a tornado, which rendered it impracticable for the cavalry to act with effect and afforded the enemy the most favorable covert for their mode of warfare. The savages were formed in three lines within supporting distance of each other, and extending for near two miles at right angles with the river. I soon discovered from the weight of the fire and extent of their lines that the enemy were in full force in front, in possession of their favorite ground, and endeavoring to turn our left flank. I therefore gave orders for the second line to advance and support the first; and directed Major General Scott to gain and turn the right flank of the savages with the whole force of the mounted volunteers by a circuitous route; at the same time I ordered the front line to advance and charge with trailed arms and rouse the Indians from their coverts at the point of the bayonet, and when up, to deliver a close and well directed fire on their backs, followed by a brisk charge, so as not to give them time to load again.

"I also ordered Captain Campbell, who commanded the legionary cavalry, to turn the left flank of the enemy next the river, and which afforded a favorable field for that corps to act in. All these orders were obeyed with spirit and promptitude; but such was the impetuosity of the charge by the first line of infantry, that the Indians and Canadian militia and volunteers were drove from their coverts in so short a time that, although every possible exertion was used by the officers of the second line of the legion and by Generals Scott, Todd and Barbee, of the mounted volunteers, to gain their proper positions, but part of each could get up in season to participate in the action; the enemy being drove, in the course of one hour, more than two miles through the thick woods already mentioned, by less than one-half their numbers. From every account the enemy amounted to two thousand combatants. The troops actually engaged against them were short of nine hundred. This horde of savages with their allies abandoned themselves to flight, and dispersed with terror and dismay, leaving our victorious army in full and quiet possession of the field of battle, which terminated under the influence of the guns of the British garrison.

"The bravery and conduct of every officer belonging to the arms, from the generals down to the ensigns, merit highest approbation. * * * I must beg leave to mention Brigadier General Wilkinson and Colonel Hamtramck, the commandants of the right and left wings of the legion, whose brave example inspired the troops. * * * The loss of the enemy was more than that of the federal army. The woods were strewn for a considerable distance with the dead bodies of Indians and their white auxiliaries, the latter armed with British muskets and bayonets.

"We remained for three days and nights on the banks of the Maumee, in front of the field of battle, during which time all the houses and corn fields were consumed and destroyed for a considerable distance, both above and below Fort Miami, as well as within pistol shot of the garrison who were compelled to remain tacit spectators to this general devastation and conflagration among which were the houses, stores and property of Colonel McKee, the British Indian agent and principal stimulator of the war now existing between the United States and the savages."

Following this battle of Fallen Timber, a sharp correspondence took place between General Wayne and Major Campbell, in command of the British garrison at Fort Miami. The latter remonstrated with Wayne for approaching so closely to the fort but the general's only heed was the issuance of an order for the advance of a reconnoitering party which proceeded within ear shot of the fortification.

After the defeat of the Indians at Fallen Timber, the British seemed less anxious to afford them assistance. Wayne destroyed all the villages along the Maumee and as he could find no enemy that would stand against him, he retired to Greenville in November. There a treaty was signed in August, 1795, by Wayne and the Indian chiefs. The basis of the agreement was that hostilities should cease and all prisoners be restored. The Indian boundary was defined as follows: "The general boundary line between the lands of the United States and the lands of the said Indian tribes shall begin at the mouth of the Cuyahoga river and run thence up the same to the portage between that of the Tuscarawas, branch of the Muskingum, thence down that branch to the crossing place above Fort Laurens, thence westerly, to a fork of that branch of the Great Miami river, running into the Ohio, where commenced the portage between the Miami of the Ohio, and St. Mary's river, which is a branch of the Miami, which runs into Lake Erie; thence a westerly course to Fort Recovery, which stands on a branch of the Wabash; thence southerly in a direct line to the Ohio, so as to intersect that river opposite the mouth of Kentuck or Cuttawa river." Within these confines, however, the Indians were allowed certain reservations.

The comment of General William Henry Harrison, Wayne's aide in the campaign, affords additional evidence of the British relationship with the Indians. In a letter dated February 17, 1834, to Hon. Thomas Chilton, General Harrison said:

"That the northwestern and Indian war was a continuation of the Revolutionary contest is susceptible of proof. The Indians in that quarter had been engaged in the first seven years of the war as the allies of Great Britain and they had no inclination to continue it after the peace of 1783. It is to British influence that their subsequent hostilities are to be attributed. The agents of that government never ceased to stimulate their enmity against the government of the United States, and to represent the peace which had been made as a temporary truce, at the expiration of which, 'their great fathers would unite with them in the war, and drive the long knives from the land which they had so unjustly usurped from his red children.' This was the cause of the detention of the posts of Detroit, Mackinac and Niagara so long after the treaty of 1783. The reasons assigned for so doing

deceived nobody, after the failure of the negotiation attempted by General Lincoln, Governor Randolph and Colonel Pickering, under British mediation voluntarily tendered.

“The bare suggestion of a wish by the British authorities would have been sufficient to induce the Indians to accept the terms proposed by the American commissioners. * * * In June, 1794, the Indians assembled at the Miami of the Lake, and were completely equipped out of the King’s store, from the fort. * * * On the advance of the Indians they were accompanied by a captain of the British army, a sergeant and six matrosses, provided with fixed ammunition, suited to the caliber of two field pieces. Upon the advance of the American army * * * the British fort at the Rapids (Fort Miami) was the point of rendezvous for the Indians. There the deficiencies in arms, ammunition and equipments were again supplied; and there they were fed with regular rations from the King’s store until the arrival of General Wayne with his army. In the general action of that day there were two militia companies from Amherstburg and Detroit. The captain of the cutter, who was also the clerk of the court at that place, was found among the killed and one of his privates taken prisoner.”

CHAPTER VI.

Northwest Boundary Dispute—John Jay Envoy to England—Jay's Treaty Ratified—Detroit Formally Given into Possession of the United States—Colonel Hamtramck Assumes Command—Wayne County Named—Record Concerning General Wayne—Detroit After British Evacuation—St. Clair Appointed Governor of Northwest Territory—Other Officials—Ordinance of 1787—First and Second Legislative Assemblies—Wayne County Representatives—Detroit Incorporated as a Town—First Officers—First Fire Department—Conditions in Formative Period—Attitude of British Officers at Fort Malden.

While General Wayne was in camp at Greenville preparing for the advance against the Indians and British, congress determined to put forth an especial effort relative to the adjustment of the northwest boundary dispute. An envoy extraordinary, in the person of John Jay, was sent to the court of St. James. His mission was the perfection of a new treaty with the London government. Arriving in England in the spring of 1794, he reported shortly afterward the flat refusal of the British to evacuate the lake forts. But congress' persistence and that of the envoy resulted later in the effecting of an agreement. In 1795 President Washington ratified what is known as Jay's treaty. This embraced the settlement of claims arising from the Revolution; established certain eastern boundaries of the United States; and provided that the posts at Detroit, Mackinac, Niagara and other western settlements should be turned over to the Americans not later than June 1, 1796.

On June 26, James McHenry, secretary of war, submitted to the president the final order for the departure of the British troops at Forts Miami and Detroit. The order was given by Adjutant General George Beckwith at Quebec on June 2d, and directed that a detachment of the Queen's Rangers should occupy both the above forts between the date of the evacuation and the entrance of the American forces, as a guard, "for the protection of the works and public buildings until the troops of the United States are at hand."

On Monday, July 11, 1796, Detroit was formally given into the possession of the new United States. Received at the water's edge by the retiring British, a little cavalcade of sixty-five men, under command of Captain Moses Porter, disembarked from two schooners made fast to the pier at the foot of what is now Shelby street. They marched to Fort Lernoult, built on the hill where the federal building now stands. There they took possession of a richer area than that contained in the original colonies.

At noon the English flag sank from the staff at Fort Lernoult. In its stead the halyards bore aloft a new device. It was one of red and white and blue; an emblem of unity and liberty,—the stars and stripes. All the hardship, all the sufferings; all the unspeakable tortures endured by brave men and women at savage hands urged on by gifts from his majesty of England were thus rewarded. Thus was the Northwest Territory born of death and suffering and greed, after years of travail and savage warfare in the wilderness.

At the passage of the Quebec act, in 1774, Detroit was directly under British government; subsequent to 1774 it was a part of the Province of Quebec, until it became part of the United States, in 1783.

The following British officials were in power in Canada and Detroit between 1760 and 1796:

Sir Jeffrey Amherst, 1760-65; Sir James Murray, 1765-66; Paulus Emilius Irving (acting), 1766; Brigadier General Guy Carleton, 1766-70; Hector Theophilus Cramahe, 1770-74; Sir Guy Carleton (2nd term), governor of Quebec, 1774-78; Sir Frederick Hal-dimand, governor of Quebec, 1778-84; Henry Hamilton, lieutenant governor of Detroit, 1775-82; Henry Hope, lieutenant governor of Canada, 1785; Lord Dorchester (Guy Carleton), lieutenant governor of Canada, 1786; John Graves Simcoe, lieutenant governor Upper Canada, 1792-96; Henry Hamilton, lieutenant governor of Canada, 1784; Jehu Hay, lieutenant governor of Detroit, 1783.

Two days after the arrival of the American force under Captain Porter, Colonel John Francis Hamtramck, General Wayne's former aide-de-camp, took command at Detroit pending the arrival of his superior. Wayne, who had been made civil commissioner as well as commander in chief of the American military, did not reach the post until September. During the month prior to his arrival, Secretary Winthrop Sargent, who was a staunch admirer of the general, suggested that the territory surrounding Lake Michigan be embraced in a single county to be known as Wayne county. This suggestion met with instant and general approval and though Governor St. Clair, first governor of the Northwest Territory, later offered strenuous objections to what he termed the presumption of the secretary, leading citizens brought sufficient pressure to bear, to insure the permanency of the name.

General Wayne remained two months at the Detroit post from which he set sail in November for Erie, Pennsylvania. Before arriving at that port, however, he was taken fatally ill and finally succumbed shortly after disembarking at Erie. At his request his body was buried at the foot of the flagstaff on the parade ground there. Several years later it was removed to Radnor, Pennsylvania.

"Mad" Anthony Wayne was born in Chester county, Pennsylvania, January 1, 1745. He became a surveyor and engineer, and, being interested in philosophy, he gained the friendship of Dr. Benjamin Franklin, who was later his patron. He joined the army of the Revolution in 1775 and became a brigadier general two years later, serving throughout the war. Wayne particularly distinguished himself in the battles of Brandywine, Germantown and Monmouth. His attack on the heights at Stony Point, defended by six hundred British, in July, 1779, is declared to be the most brilliant exploit of the war. Here he led his men to victory at the point of the bayonet, capturing the fort and over five hundred prisoners without the firing of a gun.

Wayne is considered to have been one of the most able generals of the Revolution. He was irresistible in leading a charge and was a man of great impetuosity, which often bordered on rashness. His last campaign was conducted with great caution and skill. Though but forty-six years old at the time of his death, General Wayne spent nearly half his life in military service for his country.

From a book of travels in Canada and the northwest, published in 1799, by Isaac Weld, who visited Detroit soon after the British evacuation, it appears that the settlement then boasted some three hundred houses. "The town," wrote Weld, "consists of several streets that run parallel to the river, which are intersected by others at right angles. They are very narrow and, not being paved, dirty in the extreme whenever it happens to rain. For the accommodation of passengers, however, there are footways in most of them, formed of square logs laid transversely close to each other. The town is surrounded by a strong stock-

ade, through which there are four gates, two of them open to the wharfs, and the two others to the north and south side of the town respectively. * * *

"About two-thirds of the inhabitants of Detroit are of French extraction and the greater part of the inhabitants of the settlement on the river, both above and below the town, are of the same description. The former are mostly engaged in trade and they all appear to be much on an equality. Detroit is a place of very considerable trade; there being no less than twelve trading vessels belonging to it, brigs, sloops and schooners, of from fifty to one hundred tons burden each. * * * The stores and shops of the town are well furnished and you may buy fine cloth, linen, etc., and every article of wearing apparel as good in their kind and nearly on as reasonable terms as you can purchase them at New York or Philadelphia. * * * The inhabitants of Detroit and the neighboring country, however, though they have provisions in plenty, are frequently much distressed for one very necessary concomitant, namely salt. Until within a short time past they had no salt but what was brought from Europe, but salt springs have been discovered in various parts of the country, from which they are now beginning to manufacture that article themselves. * * * There is a large Roman Catholic church in the town of Detroit and another on the opposite side called the Huron church from its having been devoted to the use of the Huron Indians. * * * At night all the Indians, except such as get admittance into private houses, and remain there quietly, are turned out of town and the gates shut upon them."

After President Washington had ratified Jay's treaty, but nearly two months prior to the American occupancy of Detroit, Washington sent the following message to congress:

"The measure now in operation for taking possession of the posts of Detroit and Michilimackinac render it proper that provision should be made for extending to these places and any others alike circumstanced the civil authority of the Northwestern Territory. To do this will require an expense to defray which the ordinary salaries of the governor and secretary of that Territory appear to be incompetent.

"The forming of a new county or new counties, and the appointment of the various officers, which the just exercise of government must require, will oblige the governor and secretary to visit those places, and to spend considerable time in making the arrangements necessary for introducing and establishing the government of the United States. Congress will consider what provisions will in this case be proper."

The chaotic state of affairs relating to the adjustment of the Northwest boundaries dispute tended greatly to complicate and delay the establishment of the civil regime in that territory. In the absence of definite surveys little was known of the exact extent of vast areas that were included with surprising freedom within certain county limits. As a result of this, sweeping and frequent changes were subsequently necessitated. Save for that portion in the immediate vicinity of Detroit, the mapping and settlement of the Northwest naturally covered at first the territory adjacent to the Pennsylvania and Virginia settlements.

The American government having reached the limits of its resources in the conduct of the Revolution, congress sought to provide means for the establishment and maintainance of a stable government by the sales of lands in the northwest. General Arthur St. Clair, a former officer in the colonial army, was then president of congress. He was urged to promote such sales, evidently by the promise of a desirable appointment to office in the new territory, once it was developed. Associated with him in this exploitation scheme were Manassah Cutler and Winthrop Sargent. The two latter men became the representatives of the directors of what was known as the New England Ohio Company of Associates. A

contract between the board of treasury for the United States of America and Manassah Cutler and Winthrop Sargent as agents for this Ohio company was affected in 1787 for the purchase of a certain tract within the present bounds of Ohio. The settlement of a part of this purchase was commenced in the spring of 1788 and in the same year General Arthur St. Clair was appointed by congress to the office of governor of the Northwest.

Winthrop Sargent was made secretary and at the same time Samuel Holden Parsons, James Mitchell Varnum and John Cleves Symmes were appointed judges. The appointment of these officers and the closing of the sale to the Ohio Company was, however, not accomplished without the enactment by congress of a special act, known as the ordinance of 1787, for the establishment of government northwest of the Ohio river. This ordinance, according to William F. Poole, a recognized authority on the early history of the northwest, was intended to insure the consummation of the Ohio Company's purchase of something between one, and one and one-half million acres of land, and was draughted largely by Cutler himself. The ordinance contained certain provisions relative to slavery and to the establishment of schools within the territory. It also provided for the appointment by congress, as need arose, of such executive officers as governor and secretary, the former to serve for a term of three years unless previously removed from office, and the latter to serve four years under the same condition. Both officers were required to hold land within the territory; the governor one thousand and the secretary five hundred acres.

In as much as the English still held the northwest at the time the first appointments were made, the position of the executive was not without its embarrassments. However, Governor St. Clair and the judges who, with him, then constituted the legislature, met at Marietta, Ohio, in July, 1788, and proceeded to enact such laws as they deemed fitting. Subsequent sittings of this embryonic legislature were held at Vincennes and Cincinnati, though none of its deliberations, of course, became effective in Detroit until the evacuation in July, 1796. Provision was made under the terms of the ordinance for the election of a general assembly whenever the number of adult free male whites within the territory should reach five thousand, one member being chosen for every five hundred citizens. After the number of assemblymen so chosen should exceed twenty-five, the assembly itself was given power further to regulate the representation.

In 1791 St. Clair issued the first proclamation calling for the election of the initial assembly. The body seems not to have met, however, until eight years later when it convened at Cincinnati, January 22, 1799. Wayne county was entitled to three representatives at this session and after two elections, the first of which occurred in December, 1798, Solomon Sibley, Chabert de Joncaire and Jacobus Visger were chosen as such representatives.

In the meantime, Lieutenant Governor Simcoe, acting under British authority, prescribed the limits of some nineteen counties, naming that in which Detroit was located the county of Kent. Two members, William Macomb and David William Smith, were chosen to represent this county in the first legislature under British rule, at an election held August 28, 1792. Alexander Grant, also from Detroit, was appointed a member of the council. This body convened at Niagara (then called Newark) in September of the same year and was followed by four succeeding sessions held annually until and including 1796.

With two sets of governors and legislators, one acting under authority of the federal government and the other under that of the crown; and with a variety of county limits and territorial divisions representing the ideas of the opposing executives, the regime in the

Northwest was naturally characterized by a state of general confusion. Each party was supported by strong followings, but neither for a time could lay claim to any organization of stability. Finally, however, following the session of what may be termed the territorial general assembly at Cincinnati in 1799, an upper council was established. This body was made up of five members nominated by the assembly and named by the president, Jacob Burnet, David Vance, James Findlay, Henry Vanderburg and Robert Oliver being so named. Solomon Sibley was later named to succeed Vanderburg, who lost his membership upon the establishment of the Indiana Territory, within the limits of which he resided. Sibley being at the time of his appointment a member of the legislative assembly, the vacancy in that body caused by his appointment, was filled by the selection of Jonathan Schiefflin.

Of Wayne county's representation at the second assembly Silas Farmer, in his History of Detroit and Michigan, says: "The delegates from Wayne county at the first session of the second assembly, on November 23, 1801, consisted of Charles F. Chabert Joncaire, George McDougall and Jonathan Schiefflin. It is a curious fact, illustrating the principles and politics of that day, that Schiefflin and Joncaire, both of whom served under Governor Hamilton, and joined with the Indians in killing and scalping the white inhabitants in the territory, were afterwards elected to represent in the territorial legislature the very regions they had ravaged. As late as May, 1797, Jonathan Schiefflin had officially declared himself an English subject, and affirmed that he did not intend to become an American citizen."

At the second session of the first assembly, convened at Cincinnati, in the fall of 1799, both an upper and lower house were formally organized. In accordance with an act of congress, Chillicothe was appointed as the meeting place for the next session, held in November, 1800. This remained the seat of government until the close of the session of 1802, when the governor arbitrarily selected Cincinnati as the place of the next meeting. This gave rise to a storm of protest on the part of the citizens of Chillicothe and even resulted in a hostile demonstration against the governor.

At this session of the assembly, Solomon Sibley presented a petition from the people of Detroit asking for the incorporation of the settlement as a town. The petition was read to the delegates in January, 1802, and was formally passed as a bill on the 18th of the following month. It bore the signatures of Edward Tiffin, speaker of the house of representatives, and of Robert Oliver, president of the Northwest territorial court, and it was immediately approved by Governor St. Clair. The bill provided for the election of town officers on the first Monday in May, 1802, and named five trustees who were to serve as guardians over the affairs of the fledgeling corporation until such election. The town was extended officially for a distance of some two miles northward from the river; on the east to the westerly line of the farm of Antoine Beaubien; thence westerly along the river front and to the line between what were later known as the Cass and Jones farms. The incorporation act directed that only land owners, citizens paying a minimum rental of forty dollars per annum and those privileged with what was known as the "freedom of the settlement" should be eligible to vote at the elections of town officers, held at the annual town meetings.

Immediately after the trustees had taken their oaths of office they entered upon a strenuous existence of guardianship and execution. Appointments and ordinances fell thick and fast. Nearly every citizen possessed of civic ambition found outlet for superfluous energies in appointments at the hands of the trustees. A secretary, marshal, assessor, collector and messenger were chosen to administer the smaller duties of home government, and at one of the early meetings of the trustees a suggestion that the new town was in dire need

of improved fire protection was unanimously approved. A voluminous ordinance was the immediate result. On pain of a fine, every citizen possessed of a defective chimney was directed to make such repairs as safety required; provisions were specifically made requiring householders to provide themselves with water barrels, buckets and ladders and directing that all merchants keep constantly ready for use, large sacks which might be wet and used in protecting roofs adjacent to burning buildings. No citizen could hope to retain the respect of the community who failed to volunteer his services in case they were needed.

Five days after the passage of the act of incorporation, the town's first fire department was formally organized. A detail of soldiers was named by Colonel J. F. Hamtramck, the military commander, to serve as the nucleus of the fire brigade. Various citizens made up bucket, axe and battering companies, the latter corps being employed to demolish, by means of a log ram, all structures that were hopelessly aflame.

There being no town hall, the trustees met either in the houses of the members of the body or in some tavern. Ordinances followed rapidly as need arose, a market place being provided and regular market days established. Inspectors were appointed whose duty it was to visit stores and dwellings and to insist on the enforcement of the fire ordinances and report generally upon the condition of grounds and structures.

At the first election, held May 3, 1802, the polls were kept open for but two hours near midday. James Henry, George Meldrum, Charles Francis Girardin, Joseph Campau and John Dodemead were elected as trustees. The town treasurer and collector were paid three per cent. of the moneys collected in fines and taxes, while the marshal and messenger were allowed one dollar per diem.

The days of the town's formative period were replete with all the romance and more than the usual elements of the picturesque, generally characteristic of frontier settlements. Though the trustees were insistent in regulating the exact size of the loaves of bread sold and persisted in prescribing many other minor details, the streets were often given over to roisterers who frequented the public houses, and gambled and drank to their hearts' content with little fear of interruption. Nearly every one drank to some extent, and many of the old ledgers still extant show heavy scores for punch, brandy and wines, bought by some of the best citizens. Not until two years after the incorporation of the town was Thomas McCrae appointed as the first police officer. His duties, aside from the care of wabbly-limbed and exuberant citizens, involved the functions of sanitary officer and fire warden. While he was not thus engaged he was allowed to fill in his time on market days as recorder of the market,—all for the munificent consideration of seventy-five cents per day.

Though the British at Fort Malden, near the present site of Amherstburg, were supposedly on good terms with the citizens at Detroit, their action in stirring up the old Indian troubles became apparent prior to 1804. The courtesies extended socially to the Americans by the officers at Fort Malden seem to have been inspired by doubtful motives. The trustees were forced to give heed to an undercurrent of hostility on the part of the savages that was so noticeable as to demand serious consideration on the part of every citizen. Sentries were not only posted at night, as in the earlier days of the military regime, but additional military protection was sought at Washington. Even at that time agencies were at work that ultimately led to a final contest at arms with England in the war of 1812.

CHAPTER VII.

Change in Boundaries of Wayne County—Ohio Admitted to Statehood—Michigan a Part of the Territory of Indiana—Forming of the Territory of Michigan—Boundaries of New Territory—First Officers—Detroit the Capital—William Hull, Augustus B. Woodward, Frederick Bates, John Griffin—Civic and Social Conditions in Detroit—Detroit Destroyed by Fire—Effects of the Disaster—High-handed Rule of the Federal Appointees—Work of Rehabilitation—Rebellion of Citizens Against Conditions—Distribution of Town Lots—Rights of the People Flagrantly Infringed—Governor Hull Establishes an Army—Popular Protests Against Hull's Despotism—Bank of Detroit Established—History of the Institution.

By an act of congress dividing the Northwest Territory, a large portion of the present state of Ohio was combined with the eastern half of lower Michigan and designated Ohio Territory. Of the addition of but the eastern half of the peninsula, "Landmarks of Wayne County and Detroit" says: "This (combination) necessitated a change in the boundaries of Wayne county, for it could not be extended over two territories, so the eastern portion of the lower peninsula, which had been set off as a part of the Territory of Ohio, was added to nearly one-quarter of the state of Ohio, the eastern limit being the Cuyahoga river, and the southern boundary being placed about one hundred miles south of Lake Erie. While this suited the people of Detroit and Wayne county, it did not please the people of Ohio. As a result, in the fall of 1800, a section of the lower strip was chopped off from Wayne county and added to Ohio proper, so that the eastern boundary was near Sandusky. Next year nearly all the territory which is now included in the state of Ohio was cut off from Wayne county, and only a narrow strip, including the present site of Toledo, was left. The residents of the Ohio region organized a general assembly and began to move for a constitutional convention, for the purpose of organizing their section into a state and leaving Wayne county out. The Wayne county people and some of the others objected. In the fall of 1802 a convention was held at Chillicothe by the people of Ohio, and a constitution was adopted. In order to make up the requisite number of residents for statehood, the people of Wayne county were counted in, and in March, 1803, the state of Ohio was admitted to the Union. Wayne county was then cut off from Ohio and attached to the present boundary of Indiana, and the two were organized into the Territory of Indiana."

After Governor St. Clair had changed the seat of government from Chillicothe to Cincinnati, at the close of the session of 1802, but prior to the meeting of the next assembly, the act of congress established the Territory of Indiana, whose boundaries included all of what is now Michigan.

General William Henry Harrison was appointed governor of Indiana Territory and was given authority to call an election of legislative delegates for the new territory. His proclamation ordered this to be held in January, 1805, and the 1st of the following month was appointed as the date for convening the delegates so elected. Owing to lack of facilities for communication, or to some misunderstanding, Wayne county sent no delegates to this session. Before the difficulty could be properly adjusted, a federal enactment, passed in June, 1805, relieved Governor Harrison of his jurisdiction over Wayne county.

Thomas Jefferson, than whom perhaps no man of his times was more gifted, was president of the United States. The nation, emerging from the chrysalis days of its struggle for existence, was spreading untried wings in its first uncertain flights. Washington was an isolated marshy village, ridiculed in the capitals of the Old World and an object of the scorn of the disgruntled American cities; but assembled there about the president was a group of men of peculiar attainments. There were men of culture, men of courage, men of genius, men of honor; but all, scrupulous and unscrupulous alike, were men of insatiable ambition. To some of these the west called.

Cradled between two of the greatest of the lakes in the west, both prairie and forest—rich beyond the knowledge of the day, beyond the rosiest dreams of the most visionary—awaited the hand of the pioneer. Fortunes were to be gained; great and honorable names were to be made; a powerful commonwealth was to be hewn from the wilderness. Dissatisfied with the conduct of affairs in the Indiana Territory, the people of the lakes were ready to carve for themselves a future of their own from the destiny of the northwest.

In December, 1804, an assembly convened at Detroit. Two men, James May and Robert Abbott, had prepared petitions to congress, praying for the establishment of a separate territory, to be known as Michigan. The petitions asked that the territory embrace all of Wayne county; and this had comprised since 1796 the area to the northward of an imaginary line drawn eastward from the foot of Lake Michigan.

On June 30, 1805, congress passed the act that brought the Territory of Michigan into being. A governor and three judges constituted for the new territory a legislature, which formally organized within a month from the birth of the territory.

Michigan then consisted of the area now embraced in the whole of the lower peninsula of the state; the eastern half of the northern peninsula and that portion of the present states of Indiana and Ohio which lay north of the line running directly east from the foot of Lake Michigan. The eastern confines lay along the Canadian frontier, and this, under the Jay treaty, extended from Sault Ste. Marie, to the north of Mackinac island, and thence through the center of Lakes Huron and Ste. Claire and along the principal navigable channel of the Ste. Claire and Detroit rivers. On the west the territory was limited by a line running nearly north and south, through the center of Lake Michigan.

To govern the territory were named: William Hull, governor; Stanley Griswold, secretary; Frederick Bates, treasurer, and Augustus B. Woodward, Frederick Bates and John Griffin, justices of the supreme court. Among these men the judicial, legislative and executive functions of the territory were divided. The federal ordinance of 1787 was adopted as the underlying principles of law for the territory. Detroit, the most important settlement, became the capital.

Of these officers the authors of "Landmarks of Wayne County and Detroit" say:

"William Hull was a native of Derby, Connecticut, and was born on June 24, 1753, of English ancestry. Young Hull entered Yale College and graduated after a four years' course, when he was nineteen. He taught school and afterward studied law at Litchfield, and was admitted to the bar in 1775. He was elected captain of a Derby company, * * * which proceeded to Cambridge, then Washington's headquarters. * * * It is said Hull was a brave soldier, but the only separate command with which he was entrusted was a force of four hundred men in an expedition against Morrisania, on the East river near Hell Gate, New York. In this affair he did not distinguish himself. * * * At the conclusion of the war of the Revolution he settled at Newton, Massachusetts, and practiced law. * * * In 1793 he was appointed a commissioner to make arrangements

with the British government for a treaty with the western Indians then at war with the United States, but nothing came of it. In the same year he was appointed judge of the court of common pleas and was also elected senator in the Massachusetts legislature. He was a popular man and was re-elected senator every year until he was appointed governor of Michigan Territory, by President Jefferson, on March 22, 1805. In the latter position he was appointed for three years and was reappointed for two successive terms. When he arrived in Detroit on July 1, 1805, he was a little over fifty-two years of age.

"Augustus B. Woodward, the chief justice or presiding judge, by virtue of his commission being the earliest, was a native of New York city. He held the position from 1805, when the territory was created, until 1823, when he was virtually legislated out of office,—a period of eighteen years. He commenced to practice law in Washington about 1795. * * * Personally and judicially the judge was a unique and interesting character, and his name and fame are indissolubly connected with the history of Detroit.

"Woodward had a legal mind of no common order; he had great literary ability and fine executive and administrative powers, but his merits as a jurist and legislator were obscured by his colossal vanity. * * * No ruler of Detroit was ever so detested by the more intelligent citizens, but he nevertheless had many friends. His initiative in law, politics and municipal affairs was generally adopted. Complaint after complaint with reference to his official conduct went to congress, signed by the most influential citizens, but his influence in Washington was strong enough to enable him to maintain his position until an act was passed in congress providing that the people of the territory should elect their own legislature in 1824 and thereafter. His experience in trying to be elected delegate to congress, in which he was defeated twice, showed him that his career in Michigan was over. He resigned shortly after the act was passed, and went to Washington, where he was appointed judge of the Territory of Florida.

"Frederick Bates came to Detroit from Ohio in 1797 and engaged in mercantile business, improving his mind in leisure hours by studying law and history. He was postmaster of Detroit from 1803 to 1806. Official honors then came thick upon him. In 1804 he was appointed receiver of the Detroit land office; trustee in 1804-5; United States territorial judge in 1805-6; and territorial treasurer during the same year.

"John Griffin, who was territorial judge from 1805 to 1823, was exactly contemporary with Woodward in that office. He was subservient to Woodward and invariably voted with him on the bench." Griffin was judge of the territorial court in Indiana before Michigan was formed."

Detroit, the frontier town, had for its citizens for the most part, men who were not perhaps as well versed in *les beaux arts* as were the governor and judges of the territory. The people were still very close to the traditions and institutions of the Old World. The general standard of public opinion had not at that time developed into that more generous American standpoint from which the rights of individual citizens came, later on, to be regarded. Rapidly changing forms of government, repeatedly shifting territorial confines, and the peculiar admixture of racial extremes tended toward an unfortunate condition,—a condition closely bordering on business, social and political chaos. In this state of confusion individual rights were freely violated by those possessed of sufficient power and the inclination to presume. Affluence and education were natural barriers which, while not always superficially apparent, came nevertheless to be tacitly felt in the general undertow. Citizens and petty officials alike, were accustomed to the recognition of more or less sharply defined lines of social demarkation which placed the common people and a quasi-aristocracy

clearly apart. The phenomenal period of industrial advancement which was marked by the construction of railroads in the east and by that of the Erie canal, had not opened the gateway to the west. Communication with the frontier was still uncertain and difficult. The flow of sturdy, stable New England stock, perhaps the most potent factor in the real building of this part of the west, had not been started toward Michigan Territory. The actual moulders of an irresistible public opinion had not as yet arrived; there was no adequate defense against abuse.

Governor Hull, whose official mistakes can be termed errors only through a most generous application of charitable regard, proceeded almost immediately to vie with the chief justice in the establishment of a far from desirable record. President Jefferson, swayed unduly, it seems, by the intellectual attainments of his appointees, overlooked the necessity for sending well balanced, broad-minded officials to the west. Detroit and the territory became at once the victims of the arrogance, selfishness and personal vanity of Hull and Woodward; these men seem to have possessed between them all of these and even more unfortunate characteristics. Both were soon at loggerheads over petty differences of opinion which found origin in smallness and personal pique.

Of the events facilitating the usurpation of civil rights, perhaps no circumstance was more favorable to the officers of the new territory than the great fire of June 11, 1805. On that dark day nearly every citizen was made homeless and many saw their entire fortunes swept away in a few hours' time, by the carelessness of John Harvey, a baker. In spite of the previous efforts of the trustees to provide against such a possibility, nearly the whole town was destroyed. Harvey, it seems, dropped the live ashes from his pipe into a pile of hay in his stable. Quickly the building became a mass of flame. Battering rams, a decrepit fire engine, the ladder corps and the bucket brigade proved ineffective. Before the excited inhabitants could realize their danger, flames leaped from roof to roof across the narrow streets. The sparks, drawn high in the air from the central conflagration, fell promiscuously, and every citizen was forced to seek his own home in hope of saving some part of his property from the general destruction. In somewhat less than five hours the stockade and every house and structure within its confines were reduced to smouldering ruin.

News of the disaster gradually reached the east and the Canadian cities, and, though money was comparatively scarce, contributions were received from Mackinac, Montreal, and other towns. Only a portion of this fund was spent for the relief of the needy, in spite of loud protest, and though the population numbered at this time somewhat less than one thousand, much suffering resulted from the inability of the neighboring farmers to shelter the homeless. Many doubted that the city would ever be rebuilt and sought homes at Amherstburg and in the Canadian provinces in the east.

Shortly after the fire Judge Woodward arrived on the scene, preceding the governor by several days. Judge Bates lived here before the fire. Toward the end of June they attended an open-air meeting of the citizens held to consider plans for the rebuilding of the city. Though neither of the judges had as yet taken oath of office, they were quick to offer suggestions. They finally dissuaded the meeting from adopting a plan for a new city, based on that of the one destroyed. Both officers urged that the meeting defer all action until the arrival of the governor, who was expected momentarily. Governor Hull reached Detroit on July 1st, and, after a hurried conference with his colleagues, placed the arrangements for laying out the city, in accordance with hastily formulated plans, in the

hands of Judge Woodward. A surveyor was obtained and after many perplexing delays actual work was begun.

On July 2d, the federal appointees formally took their respective oaths of office. On that day what is known as the rule of the governor and judges began with a vengeance,—a rule of presumption and bullying unequaled before or since that time in the United States.

The people, still stunned by the sudden severity of their losses, were only too willing to look to the territorial officials for succor and to accept blindly their advices. In their hour of stress the citizens allowed the administration of their affairs to be taken quite out of the hands of the regularly elected officers of the corporation. The governor and judges, prompt to avail themselves of such a situation, overlooked no opportunity to add to their own power and importance. No detail of government, however trivial, escaped them.

As the days lengthened into weeks and still no plans for the new city were forthcoming, the sturdier of heart began to chafe at the delay. They were tired of their temporary shelters, built for the most part of bark and canvas, along the river front. They became more and more anxious to hew new homes for themselves from the timber of the forests. The governor and judges, however, insisted on carrying out their own ideas, regardless of the desires of the people.

During the time of his residence at Washington, Judge Woodward had been the close friend of a French engineer who had assisted in planning the arrangement of the streets and avenues of the capital. These plans followed closely those adopted in laying out Versailles, whose streets radiated from the palace of the French king, Louis XIV. Woodward had been much interested in the surveying of the streets of Washington and now he persuaded Hull that the great fire had but paved the way for the creation of a new Versailles in the western wilderness. Evidently the governor's determination on such a course was reached without delay, for he issued an order in September, prohibiting the cutting of timber in certain districts. This edict was followed by a direct proclamation to the effect that former property bounds would no longer be regarded. Finally Hull announced that no new houses could be built until the surveys were completed.

This meant that those remaining otherwise shelterless were to be forced to continue living in their flimsy shanties until it pleased the executive to parcel out allotments of land in accordance with his own ideas. Naturally such action resulted in bitter disappointment on the part of the citizens and in much severe suffering. Protest after protest brought no relief, and with the coming of winter the population was still further reduced by wholesale removals from the town.

Realizing that they had no legal right to disregard the property rights of those who had acquired title to lands in Detroit prior to the great fire, the judges and governor proceeded to Washington to secure at least a nominal right for such action. Both Hull and Woodward left for the capital in November. Acting as lobbyists, they secured the passage of the congressional act of April 21, 1806. This provided for the adoption of plans for a new city in accordance with Hull's and Woodward's desires, and for the surveying of what has been known as the "Ten thousand acre tract,"—an area adjoining the commons and the old city.

The act further provided that one lot within the bounds of the new town was to be conveyed to every resident over seventeen years of age who resided in the old town prior to the fire. Such grants, however, were limited to those who were citizens of the United

States. In addition, the governor and judges were empowered with the privilege of selling lots in the "Ten thousand acre tract" for the purpose of obtaining funds for the erection of a jail and court house.

The fact that apparently sufficient funds, derived in accordance with the system of taxation, were at the time available for the erection of the public improvements, tends to substantiate the boasts credited to Judge Woodward, to the effect that his lobby had been most effective in favorably influencing congressional legislation. However much of veracity there may have been in these statements, certain it is that the territorial officers were openly and collectively charged with conspiring wrongfully to dispossess the people of their property claims and drive the inhabitants from the territory.

With the citizens in general revolt against the prevailing regime, it is not surprising that so delicate a transaction as the distribution of hundreds of lots should be attended with much dissatisfaction on all sides. This, coupled with the postponement of the adoption of any definite survey for the new city, proved the last straw. By the time the winter of 1806 had passed without the erection of one new dwelling, the inhabitants were well nigh driven to virulent anarchy.

As provided by the federal enactment, the governor and judges sat in the fall of 1806 as a land board. After due deliberation, which seems to have been devoted to determining the best means of producing revenue, the board decided that only inside lots should be given away, corner lots being reserved for sale. This proposition met with instant disapproval and within a month an indignation meeting was held by the citizens. Even the most arrogant of the officials was forced to realize the extent of the popular disaffection. Threatening protests bore fruit in the form of an official request for a counter proposal from the inhabitants.

Toward the middle of October such a plan was presented to the officials and was finally adopted. The new arrangement classified the inhabitants at Detroit at the time of the fire as those owning lots, those who occupied houses, and those who lived within the town but who were not possessed of any real property. Governor Hull took it upon himself to personally adjudicate the rights of all claimants and to supervise the distribution of the free lots.

Of this plan Farmer's History of Detroit and Michigan says: "Those persons in the first class who had improved their lots subsequent to the fire were allowed to retain the land occupied or enclosed by them; but as the lots, according to the new plan, were in some instances larger than they had before occupied, they were required to pay from two to three cents per square foot for any excess in size. Towards Christmas the governor by agreement * * * located the donation lots; and about New Year every person, male and female, who lived in the town when it was burned, and whom the governor judged eligible, to the number of two hundred and fifty-one drew their donation lots.

"About three weeks afterward the board came together, and the governor introduced the question 'Whether those who came to Detroit since it was given up to the Americans by the British, who had not taken the oath of allegiance, should receive donation lots,' and delivered a lengthy speech in favor of said class of claimants. Judges Woodward and Griffin also at first inclined to favor giving them lots, but the final decision was against such claimants. About two-thirds of the two hundred and fifty-one persons who had drawn donation lots but a few days previously were by this decision deprived of them. So the farce went on, the people being alternately threatened and cajoled until many of them became almost ready to yield their old holdings and leave the territory."

Though the purpose of the congressional act of 1806 was clearly that of alleviating the distressed condition of the people of Detroit, all such intent was defeated by the governor. The administration decided that the *hoi polloi* should have no opportunity of acquiring valuable locations. Corner lots and other choice bits of ground were not only sold to certain privileged individuals, but the common citizens were forced to accept inside lots and whatever crumbs the governor was pleased in his generosity to let fall to them.

These acts of presumption on the part of the executives were only equaled by similar acts in which both the legislative and executive rights of the people were clearly usurped. Whenever the executive branch of the government, vested entirely in the governor and judges, found itself embarrassed by any regulation limiting its power, a most convenient transition was made with bewildering swiftness; the same individuals, adjourning temporarily as executives, without leaving their chairs, convened as legislators; any inconvenient law was repealed or repaired as best suited the exigencies of the occasion; the "legislature" adjourned and whatever executive business had been originally before the autocrats was again taken up under more favorable circumstances.

While Judge Woodward's elaborate plans for the fashioning of a magnificent city were still in progress of development in accordance with his aesthetic ideas, Governor Hull decided to carry into execution certain designs of his own. These designs were characterized by details none the less striking than those of Woodward. Hull decided upon the necessity of an army. By virtue of his office as governor, he was commander-in-chief of militia; and this opportunity for the exercise of authority had been overlooked! In September, 1805, directions were given for repairing this oversight. Hull ordered the recruiting of two infantry regiments and one legionary corps. Aides-de-camp, quartermasters general, colonels, adjutants general, majors, captains, lieutenants, surgeons and chaplains sprang into immediate being. Again the town assumed a martial aspect; from their own resources the populace were required to contribute to the formation of a body of soldiery so equipped as to inspire the country with the grandeur of the governor's ideas. Of the Detroit militia, "Landmarks" says:

"According to his (Hull's) orders, the privates were directed to clothe themselves in long coats of dark blue cloth, the skirts reaching to the knee, and they were to be ornamented with large white buttons. Their pantaloons were to be of the same material for winter wear and of white duck for summer. The vests were to be of white cloth all the year. Half-boots or gaiters were to be their foot gear, and round black hats, ornamented with a black feather tipped with red, were required for head covering. Officers of the first regiment were to wear similar clothing, to which was added a red cape for the coat, silver straps and epaulettes to designate their rank, and a cocked hat with a white plume. The coats were to be faced with buff. Artillerymen were to have coats turned up with red, and a red cord running down their trousers, and red plumes. Riflemen were to have green uniforms with short coats and the plumes on their hats were to be green. Taken altogether, the uniforms required were better adapted for the clothing of a royal body guard than for the dressing of a backwoods military corps. They were entirely beyond the means of the men who were ordered to purchase them. * * * There was method in the governor's madness. The men were ordered to appear on duty in full uniform after June 1, 1806.

"Before issuing the order Governor Hull had taken the precaution to stock his store with cassimeres, ducks, hats, plumes, silver braid, buttons and epaulettes, and his uniforms were planned so as to create a sale for this stock and give him a big profit."

Of Governor Hull's propensity for so performing his "duty" as to promote at the same time his personal welfare materially, one John Gentle, who wrote extensively of the happenings of the times for a Pittsburg paper, reported as follows:

"On the 6th day of June, 1806, the people of Detroit were gratified with the pleasing intelligence that Governor Hull had arrived at Fort Malden, where he was received with a royal salute and every royal distinction due to his high merits as a distinguished officer of the United States. The next day he crossed the river to Detroit. * * * He brought with him a number of carpenters and bricklayers and a barge of dry-goods, consisting of clothes, chiefly blue cassimeres, and a quantity of swords, epaulettes, tinsel ware, etc. So soon as his shop was put in order for business, he issued his general orders, commanding all the militia in the territory to provide themselves with complete suits of uniform clothing, viz.: blue coats, white small clothes for summer, and blue for winter, black hats and feathers, short boots and gaiters. The chief of the officers complied with his orders, but the soldiers, more from poverty than from contumacy, did not comply. Blue cloth could not be got at that time at any of the stores where the people were accustomed to traffic and they could not command money to purchase their uniforms at the governor's shop."

This inability upon the part of the rank and file to buy proved a severe disappointment to the governor. The extent of his wrath can be imagined when it is remembered that the "legislature" had passed a militia law in 1805, requiring military service from every male resident between the ages of fourteen and fifty years. From a report made by Lieutenant Colonel Philip Chabert de Jonclaire it appears that some six hundred and twenty-five men were liable to such service,—a sufficient number, exclusive of officers, to give promise of generous returns from the governor's store. This bit of profit it seems was too good a thing for a man of the governor's inclinations to let slip, and he accordingly sought means of forcing the unwilling ones to contribute.

The most convenient avenue of persuasion lay through the courts, which were conveniently at the service of the governor, who had but recently districted the territory and appointed several justices. The militia was again ordered to procure uniforms on pain of arrest and imprisonment,—a formidable method of persuasion, considering the fact that two of the justices were officers of militia who had themselves been forced to purchase uniforms.

For those who were incapable of obeying the governor's orders there was no avenue of escape. Many such persons fell victims to the "law" and were clapped into prison, where they seemed quite content to remain.

Notwithstanding the dispatch of petitions of protest to Washington and the expression of dissatisfaction to the territorial officers, a considerable body of uniformed militia was enrolled. Many managed to meet the expense of self-equipment. Inspections were held, training days established and, as Mr. Gentle informs us, "by means of this bare-faced imposition he (Hull) emptied a considerable store of money out of the pockets of the people in a direct line into his own."

During 1806 untoward events connected with America's shipping interests and what were considered to be threatening acts on the part of the western Indians gave rise to additional alarm at Detroit. War rumors were on every tongue. It occurred to the people that an army of fighting men was much more a necessity to the safety of the community than the governor's militia. These "pretty soldiers" had become the laughing stock of all who were not more seriously affected by the governor's orders. No one in the territory

was aware of any signal ability of the governor as a military commander, and no one had much of confidence in his leadership. Those who foresaw the helplessness of the Americans in case need for a real leader should arise drew up the following petition:

"From the circumstances of our being on a frontier in a double sense, it is peculiarly necessary to have an officer of judgment and of military science. This gentleman (Hull) has a kind of reputation of that sort, from his having served as a major in the army and from having been a general in the militia; but we have enough to satisfy us here that it is unmerited. We judge from what we see with our own eyes."

Supplementing the above and other petitions addressed to President Madison relative to Hull's actions, the following presentation was made by the citizens at about this time: "In upper Canada African slavery has always existed, and the labor of their slaves is the principal reliance of many families on both sides for subsistence. Mr. Hull has countenanced the runaways * * * by embodying them into a military company, and supplying them with arms from the public stores. He has signed a written instrument appointing a black man to the command of the company. This transaction is extremely dishonorable to the government on this side of the river; violates the feelings of the opposite side; essentially injures their interests; and eventually injures our own people, by exciting the others to retaliate in the same way."

No one at Washington was inclined to heed these complaints against Hull, it seems, and that officer was allowed to continue the farce of his militia establishment unhindered. Though the matter of the uniforms threatened to bring trouble from the grand jury, the "drills" continued. Reluctant soldiers were dragged from their homes if occasion demanded, and forced into line. In indignation Mr Gentle wrote: "The farmers were commanded to quit their harvest fields and repair to the city, armed and accoutred with pick-axes and shovels, all day, to dig trenches and plant pickets around Brush's farm, adjoining the city, without fee or reward, and to stand guard over their lords and masters during the silent night, with hungry bellies; whilst their families in the country are exposed (if the danger was real) to the scalping knife and their grain to the rot."

So despotic did the governor finally become in the execution of what he termed the militia law, that the executive was brought into an open clash with the secretary of the territory, Stanley Griswold. The secretary was accused of inciting certain militiamen to insubordination and was arrested and tried before Justices May, McDougall and Smythe. Both May and McDougall were militia officers and they accordingly held the secretary to his personal recognizance in the sum of one thousand dollars, though Smythe was loud in dissenting from such a verdict. Shortly after this, Griswold's term of office expired and he left Detroit.

Thus the autocracy was continued. To make its continuance doubly secure, the territorial act incorporating the town of Detroit, passed in 1802 by the same body that later was responsible for the appointment of the governor and judges, was, in September, 1806, set aside by these worthies. This superseding act placed the control of local affairs entirely within the hands of the governor, who was by its provisions empowered with the appointment of a mayor. As this latter official was given full powers, and was directly responsible to the governor for appointment and continuance in office, nothing could escape Hull's watchful dictation. Once such an act became effective, the people were powerless despite their indignation. They were allowed to elect an upper and lower town council, to be sure; but this blessing proved itself to be limited by so many restrictions that but one such election was held until the repeal of the act in 1809. During the year following the latter

date the governor and judges had the effrontery to repeal all the laws of the territorial legislature and thus to continue their absolute supremacy.

Of the act of 1806, Mr. Gentle is quoted as having written: "This summer the legislative board passed a law incorporating the town of Detroit into a city. The governor conferred the mayorship upon Solomon Sibley, who advertised the citizens to assemble for the purpose of choosing a first and second council, to consist of three members each. Accordingly the following persons were elected: First council, Stanley Griswold, John Harvey, Peter Desnoyers; second council, Isaac Jones, John Gentle, James Dodemead. A few days after the election Solomon Sibley relinquished his mayorship and Elijah Brush was appointed by the governor mayor of the city in his stead. Some time in the month of December following the governor and judges were committing some depredations upon the streets of the new town, entirely blocking up one, laying it out in lots and disposing of them at an enormous price, to the great damage of the adjoining settlers; and removing another street about fifty feet on purpose to make the bank form the corner of the two streets and enlarge the avenue to the governor's mansion, to the great damage of the principal range of houses in the new town. These flagrant infractions on the rights and privileges of the citizens did not fail to attract the attention of the city council. They assembled to examine for the first time the corporation law and to ascertain the extent of their jurisdiction. But how great was their astonishment when they discovered that the whole of the corporation powers centered in the mayor alone.

"That the election of the councils was a mere mockery and an insult to the understandings of the citizens will evidently appear from the following extract from the corporation law itself: 'And be it further enacted that every bill or act having passed by a majority of both chambers before it becomes a law shall be presented to the mayor, and if not approved by him shall not take effect or become a law, but shall be returned with his objections to the chamber in which it last passed,—there to remain (for here it stopped) in statu quo until the day of judgment, without further reconsideration.' But they ought to have added a few more words to the following effect: Who shall enter the objection at large on their journal and proceed to reconsider it, and if after such reconsideration two-thirds of that chamber shall agree to pass the bill, it shall be sent, together with the objections, to the other chamber, by which it shall also be reconsidered and if approved by two-thirds of them, it shall become a law, etc. Then the power of the two chambers would be complete and in exact similitude with the power vested in every other body corporate in the Christian world. But as the Detroit corporation act now stands, of which the foregoing extract is the most important part, I defy the most enlightened age to produce anything so ridiculously absurd. By it the mayor is clothed with an absolute negative in all cases whatsoever, and by it the two councils are clothed with absolute insignificance. They are, if I may be allowed the expression, a body without guts. Instead of having power to open one street and prevent the removal of another, they have not power to open a hog pen or prevent the removal of a hen roost."

All this, however, was far within the limits of the presumption of the despots. Before Governor Hull took oath of office; before, indeed, he came west to enter upon his duties in Michigan Territory, he conceived the idea of establishing for the suffering tradesmen of the frontier nothing less than a bank "of deposit and exchange." He even went so far, it seems, as to present the matter to certain of his friends in Boston. These persons looked with favor on such an enterprise for the upbuilding of trade in the west. Incidentally, it was conceived that such an institution might prove itself somewhat profitable to its promoters.

In the spring of 1806, therefore, six Boston financiers asked leave to establish the Bank of Detroit, the pioneer of the city's financial enterprises. It was set forth at the time that the promoters proposed a capitalization of no less than four hundred thousand dollars and, later on, one William Flannigan presented a bond in the sum of fifteen thousand dollars for the faithful performance of the duties of cashier, "if the bank is organized."

Evidently agreeable to the satisfaction of the desires of his eastern friends, Governor Hull introduced a bill before the territorial "legislature" providing for the chartering of such a bank. His bill having been conveniently referred to its sponsor by his colleagues, the Bank of Detroit was, after due deliberation, of course, formally incorporated by the act of September 19.

For the subsequent history of this financial stronghold and its relations to the Michigan territory and to the world in general, we are again indebted to Mr. John Gentle, who took particular note of the affairs of his times. Mr. Gentle wrote:

"In 1805, a few days after Governor Hull and Judge Woodward arrived, the writer accidentally stepped into the legislative board while the honorable members were deliberating on the situation and circumstances of the territory and the measures necessary for its future elevation. Judge Woodward said: 'For my part I have always considered these territorial establishments at best a most wretched system of government. And the measures hitherto pursued by former territorial governments have all proved exceedingly defective. We will, therefore, adopt a system for the government of this new territory that shall be entirely novel.' Governor Hull then observed: 'Before I left Boston I had a very imperfect idea of this country, but since I arrived I am quite delighted with it. Gentlemen, this is the finest, the richest country in the world, but from its remoteness it is subject to many inconveniences which it behooves us to remove as speedily as possible. And the first object which merits the special attention of this honorable board is the establishment of a bank. Yes, gentlemen, a bank of discount and deposit will be a fine thing for this new territory. Before I left Boston I spoke to several of my friends on this subject and they were quite taken with it and even made me promise to allow them to be connected with it.' A bank, said I to myself, a bank of discount and deposit in Detroit? To discount what? Cabbages and turnips? To deposit what? Pumpkins and potatoes? Thinks I to myself, These folks must either be very wise men, very great fools, or very great rogues. A bank in Detroit, where the trade is all traffic and the bills all payable in produce! A bank in the bosom of the deserts of Michigan! That will be a novelty indeed!

"The following fall Governor Hull and Judge Woodward went down to congress and during the winter and spring they settled the necessary preliminaries with their Boston friends for the establishment of the Detroit bank. Early in the summer of 1806 Governor Hull returned and about six weeks afterward Mrs. Hull and the rest of the family arrived, escorted by Mr. Flannigan, cashier of the proposed Detroit bank. He brought along some strong iron doors and several tons of bar iron to strengthen the vaults. Materials were soon collected, the governor stopped his works, and all his workmen were employed to expedite the erection of the bank.

"Nothing was done that summer and nothing thought of but the bank. Early in September Judge Woodward and Messrs. Parker and Broadstreet, both proprietors in the proposed bank, arrived with nineteen thousand dollars in bright guineas of Britain's Isle to pay the first installment of Boston shares in the Detroit bank; and they also brought an immense cargo of bank bills not filled up. The real capital of the Detroit bank is twenty thousand dollars, eight thousand dollars of which has been expended in building the bank

and in other contingent expenses. The nominal capital is one million dollars, divided into ten thousand shares of one hundred dollars each, eight thousand of which is already engrossed by the people of Boston. Towards the last of September, while the principal inhabitants of the territory were in town attending the supreme court, a subscription of the remaining two thousand shares was opened for a few hours only at Smyth's hotel, by Parker and Broadstreet, who informed us that it was not yet decided what the amount of the first installment would be; but at the same time assured us that it would not be less than twenty-five dollars nor more than fifty dollars per share. Being uninformed of its object, only ten or twelve shares were taken up at this time. We saw no more of the subscription until about three weeks afterward. In the interim the legislature met and framed a charter for the bank; also a law making it lawful for Michigan Territory to hold shares in the bank; and empowering Governor Hull to purchase ten shares for the Territory of Michigan with money from the territorial treasury; and also making the Detroit bank notes a lawful tender in all payments wherein the territory was concerned.

"The bank being nearly completed, the subscription was again offered, not publicly as before, but only to a few gentlemen of spirit and enterprise; but the first installment, which only three weeks before was not less than twenty-five dollars nor more than fifty dollars, was now reduced to two dollars per share; and instead of giving every person an opportunity of subscribing, Messrs. Parker and Broadstreet, at one dash, swept off for themselves and friends in Boston the fifteen hundred shares which remained after satisfying their new converts in Detroit. When Parker and Broadstreet opened the subscription at Smyth's hotel they asserted that they did not know what the amount of the first installment would be, but assured us that it would not be less than twenty-five dollars nor more than fifty dollars. They knew then that they asserted a falsehood; for they brought just money enough with them to pay for the Boston installment at the rate of two dollars per share. At the same time they were deceiving the public with fifty dollar installments to prevent a general connection. Meanwhile they were busily engaged in sounding the moral characters of certain individuals whose opposition they dreaded, whose support was indispensably necessary, and whose virtue, alas, was too flexible to resist the golden allurements of the Detroit mint.

"Having brought matters to a favorable issue, a meeting of the founders and their new converts assembled, and appointed Judge Woodward president and William Flannigan of Boston cashier. Parker and Broadstreet then embarked for Boston with a small venture of one hundred and sixty-three thousand dollars of Detroit Bank notes. The appearance of the notes excited the curiosity of the Bostonians, but on inquiring they were given to understand that they were very safe notes and that the rich territory of Michigan was concerned in them. Agents were also stationed throughout the northern states, who disposed of immense quantities of them to the unwary, at from ten to twenty-five per cent. discount. Not long after the introduction of the notes in New England the following remark appeared in the Boston Sentinel, developing the motives of the Detroit bank, supposed to be the production of Mr. Parker: 'The enterprise the Detroit banking company have in contemplation, of which this bank is but a part, involves in it as much public advantage as any enterprise that ever was undertaken, viz: the diversion of the valuable trade of Canada to the ports of Boston and New York.' Yes, and peddling Detroit bank notes through the New England states is the very plan to effect that object. Every lover of sport must admire this choice diversion—diverting the cash from the Atlantic states into the Detroit bank.

"The amount of their paper currency circulating here never, until very lately, exceeded two thousand dollars, and how even that much got afloat is a mystery, for no person ever deposited money in the bank, and no person ever borrowed from them; neither do I know that any notes of hand, bills, or bonds were ever discounted. * * *

"In the month of March or April, news came to Detroit that Parker and Broadstreet had sold their interest in the Detroit bank to a Mr. Dexter, at or near Boston, and it appeared by the length of their faces that our Detroit proprietors were somewhat suspicious that their late associates had swindled them. Before our mock bankers were entirely recovered of this shock, a Mr. Latimer, of Presque Isle, arrived and brought on one of the New England five dollar Detroit bank notes, which he presented at the bank, but it was refused admittance. The week following Mr. Conrad Ten Eyck returned from Albany with a small cargo of five hundred dollars' worth of Detroit bank notes, which he purchased from one of the agents at or near Albany at twenty-five per cent. discount. He made a tender of them at the bank, but to his great surprise the directors refused to discount them.

"The appearance of Ten Eyck with so much of Detroit paper at first determined the directors to shut the bank. On that occasion Governor Hull delivered the following very learned oration: 'It is reported there are now in circulation in New England from four hundred thousand to six hundred thousand dollars of Detroit paper money, and I believe it. It is very strange that I was not informed of it before. I assure you, gentlemen, I never knew that a single bill of this bank went down the country. This bank business I find is one of the damndest swindles I ever heard of; but,' laying his hand on his breast, 'thank God, I have no hand in it!' Mon Dieu! What an example of piety and virtue!

"For about three weeks the bank gentry assembled daily, no doubt to deliberate on the propriety or impropriety of shutting up the bank. If they shut the bank on the bills from below, the report would very soon reach Boston and put a final stop to the circulation of bills in that quarter; on the contrary, if they satisfied Ten Eyck, and maintained the credit of the bank a few months longer, they would easily dispose of five hundred or six hundred dollars' worth more of their paper, which would amply compensate for Ten Eyck's five hundred dollars. Accordingly, after a series of consultations, it appears that the latter proposition prevailed. The cashier was dispatched with tidings to Ten Eyck to repair to the bank and receive the cash for his notes. There were in circulation at that time in Detroit and its vicinity seventeen hundred dollars of the Detroit paper currency, and the report having gone abroad that the bank refused to discount its own bills, the people crowded in from all quarters with their bills, and without any difficulty received cash for them, which was more than they expected.

"Just at this time the following conversation accidentally took place on the subject of the bank: Mr. S——, who was one of the largest share holders, said that that 'Parker and Broadstreet had acted a very treacherous part, and for that reason the directors were determined not to pay the bills that are in circulation below;' but he pledged his word and honor 'that no person in this country would be suffered to lose a single cent by the bills which had been circulated here.' It was answered, 'How will you avoid payment of your own notes? You can surely be compelled by law to pay them.' Mr. S—— replied, 'We never will pay them, neither can we be compelled by law to pay them, unless we please.' Mr. S——'s observations are perfectly correct, for the Territory of Michigan holds an interest of ten shares in the bank, and congress, not having the fear of God before their eyes, nor the interest of the Detroit Banking company, at the last session, wilfully and maliciously, destroyed the charter of the bank; and every stockholder is now bound for the

bank debts to the full amount of his fortune (and that is not much). * * * The territory being a stockholder involves a general interest in the bank, and the property of every person therein is bound to these promises for the payment of the Detroit bank notes, and no person, agreeably to the laws of the land, being eligible to serve as judge or jury or evidence, in processes wherein his interest is concerned, consequently no suits can be instituted in this territory for debts due by the Detroit Bank.

"The people through their grand juries have three different times remonstrated to the government of this territory against the illicit connection with the bank, but their respectful solicitation has been disregarded.

"The directors say that the intentions of the banking company are honest, their views extensive, and their prospect of pecuniary remuneration incalculable; that the Michigan government has no concern in the bank, nor the bank with the schemes of government. * * * First,—Governor Hull and Judge Woodward, in the spring of last year, while they sojourned in the states, spent a great deal of time and a great deal of money, negotiating with the good people of Boston and New York, for the establishment of the Detroit bank. Still the government have no concern in the bank. Second,—The governor and Judge Bates accommodated the bank with two of the most valuable lots in the new town, in total disregard of the act of congress and the interests of the people. Still the government have no concern in the bank! Third,—Although Governor Hull was himself living in an old store house he stopped the building of his own mansion, and sent all his workmen to expedite the erection of the bank! Still the government have no concern in the bank! Fourth,—Last September Judge Woodward, in his charge to the grand jury recommended this infant bank to their particular protection. Still the government have no concern in the bank! Fifth,—The governor and judges made a law incorporating the Detroit bank, in utter contempt of a law of congress, in favor of the United States Bank, which says in plain terms 'That no other bank shall be established by any future law of the United States, during the continuation of the corporation hereby created, for which the faith of the United States is hereby pledged.' Still the government have no concern in the bank! Sixth,—Judge Woodward is president of the bank. Still the government have no concern in the bank!

"Seventh,—The governor and judges removed one of the streets forty to fifty feet nearer the bank, to make it form the corner of two streets, to the great damage of the principal range of houses in the new town. Still the government have no concern in the bank! Eighth,—The governor and judges are proprietors of a few shares publicly, and an immense number clandestinely in the Detroit Bank. Still the government have no concern in the bank! Ninth,—The governor and judges passed a law making it lawful for this territory to become proprietors in the bank. Still the government have no concern in the bank! Tenth,—The governor and judges made a law authorizing Governor Hull to purchase ten shares in the bank for the territory of Michigan. Still the government have no concern in the bank! Eleventh,—Governor Hull did purchase ten shares in the Detroit Bank, for the territory of Michigan, without the advice or consent of the inhabitants thereof. Still the government have no concern in the bank! Twelfth,—The people have often solicited the governor and judges through the grand juries, and otherwise, to exonerate the territory from its dangerous connection with the bank, but their respectful solicitations are to this day totally disregarded. Still the government have no concern in the bank! Thirteenth,—The governor and judges passed a law making the Detroit bank notes a lawful tender. Still the government have no concern in the bank! Fourteenth,—In the

winter of last year Governor Hull made a tour through the New England states, sounding the praises, as he went, and jingling the unaccountable riches of Michigan, in the listening ears of the astonished Yankees. 'Come all to Michigan! It is the richest country, and the richest land for raising pumpkins in the world.' Immediately on his return to Detroit, he instituted the bank, and shipped with all possible speed to New England an immense cargo, consisting of one hundred and sixty-three thousand dollars in Detroit bank notes, peddling them through the country ever since, and passing them away on the credit of the immense riches of Michigan. And yet the government have no concern in the bank!"

Of the connection of Governor Hull and Judge Woodward with the Bank of Detroit, the authors of "Landmarks of Detroit" say:

"In reviewing the circumstances connected with the founding of this, the first monetary institution of Detroit, it is impossible to resist the conclusion that both President Woodward and Governor Hull were not men of integrity. Both were active promoters of the fraudulent concern. The latter confessed in an official letter to President Madison, in 1807, that eighty thousand dollars to one hundred thousand dollars of the bank's bills were sent to agents at Boston. There they went into circulation, scattering all over New England, but they were never redeemed at Detroit with the exception of five hundred dollars which were redeemed under threat of publicity. * * * Hull and Woodward denied receiving any part of the proceeds, but it is contrary to probability that they told the truth. * * * When Woodward came to Detroit he was a poor man. * * * He certainly acquired money while in Detroit and became a very extensive land owner. He was a rich man when he left the city, yet he never engaged in trade nor in any visible business save the purchase and sale of land, and his sales did not aggregate a tithe of his wealth."

CHAPTER VIII.

The Woodward Code—Judicial Districts in the Territory—Early Courts—Judge James Witherell—First Printing Press in Detroit—Efforts to Separate Legislative and Judicial Departments of Territorial Government—Conditions Leading up to the War of 1812—Renewed Alliances Between British Agents and the Indians—Tecumseh, the Indian Leader—Battle of Tippecanoe.

Under a code of laws adopted by the governor and judges during the first year or two of their service—a compilation known as the Woodward code—Michigan Territory was divided into three judicial districts. Courts were established in each of the districts of Mackinac, Huron and Erie and had jurisdiction in both civil and criminal procedures, save those processes of so petty a nature as to fall within the province of the justices of the peace. The sessions of the Huron and Detroit district court were held at Detroit, following a proclamation providing for its establishment issued July 3, 1805.

As the people had become disgusted with the executive efforts of the governor, so they became dissatisfied with the procedure of the judges and governor acting as legislators and jurists. From the records of the times it is evident that little heed was given by the territorial officials to any principles of justice in the conduct of affairs. Court proceedings were characterized by the most unusual practices. Though the grand juries had repeatedly confronted both Hull and Woodward with alleged irregularities, nothing definite was at first accomplished in way of remedies. Upon the withdrawal from the territory of Judge Bates, President Jefferson appointed James Witherell as his successor. In this appointment the people were more fortunate. Witherell, who assumed the duties of his position in April, 1808, was an honest man, and possessed of sufficient courage to prove himself a thorn in the flesh of his colleagues. Usually he stood with Hull as opposed to Woodward and Griffin, in cases of executive division.

Despite the apparent uselessness of their deliberations, the grand juries began to be troublesome to the officials of the territory following Witherell's appointment. This fact and the circumstances incident to the rivalry and ill feeling between Hull and Woodward constituted almost the sole defense of the people against the high handed practices of the governor and judges. In 1809 the grand jury, of which George Hoffman was foreman, made so bold as to present an official accusation against Hull. One Whipple, a former army officer and a friend of the governor, had called Judge Woodward a rascal, following litigation in which Whipple had been unsuccessful. For this the offender was promptly brought to trial by Woodward and was convicted, the court assessing a fine of fifty dollars. Hull remitted the sentence of the court, thus straining to the breaking point his relations with Woodward and incurring much popular censure. It was generally conceded that the governor's act was one of personal spite. Public indignation found expression in this formal accusation from the grand jury: "History, the record of facts, shows that under every form of government, man, when vested with authority, from the weakness and imbecility of his nature has a strong propensity to assume powers with which he is not legally clothed. Fully persuaded of this truth from reflection and observation, we, the grand jury for the body of

the Territory of Michigan, after having heard witnesses and a free and impassionate discussion and consideration of their testimony, on our oath present that William Hull, governor of this territory, did on the 27th day of February, 1809, illegally and without any color of authority, sign an instrument in writing as said governor of the territory, remitting the fine of fifty dollars imposed on Whipple * * * and we, the said grand jurors, have a confident hope that the supreme court will carry into effect their own judgment."

This document was one of the first to be printed on the first printing press brought to Michigan Territory. It was widely circulated among residents of the city and was even posted on trees and about taverns and public places, somewhat to the governor's chagrin. Wherever his excellency was pleased to go, the noxious notice met his eye.

The formal accusation was significant in that its actuating cause was the last straw under which public forbearance seemed about to refuse to stagger on. This act of the governor's incited the most calm of the citizens to insist that the legislative and judicial departments of government be permanently divorced. In October, 1809, a committee consisting of Solomon Sibley, Judge Woodward, George Hoffman, James May and James Henry, met at the house of one of its members, with an organization of citizens by which it had been named. The committee had been appointed for the purpose of inquiring into the legality of the ordinance of 1787 on which the laws governing the territory were supposed to have been based. For the publication of the following resolutions, which the citizens' organization adopted, the new printing press was again brought into service:

"That it is expedient to alter the present form of government of this territory and to adopt a form of government by which two bodies, elected annually by the people, should make the laws, instead of the executive and the three judicial magistrates, appointed by the general government, adopting them; the first to consist of five representatives, and the second of three councillors; the executive to have a qualified veto, under such modifications as congress in their wisdom may think proper to provide.

"That the congress of the United States be respectfully solicited to appropriate the sum of six hundred dollars annually towards defraying the expenses of the territorial legislature, constituted on the foregoing principles.

"That it is expedient that the people of this territory should be represented in the congress of the United States by a delegate to be elected by the people."

Though these resolutions were presented in congress early in 1810, by Peter B. Porter, it was not until nine years subsequent to the latter date that Michigan was so represented by a delegate in the congress of the United States. The resolution assumed the form of a petition and is of particular interest, inasmuch as it may be said to have been the first effective step of the citizens in attempting to throw off the yoke of political abuse under which they had been galled from the time of the birth of the territory. Reassured by their own boldness in this matter and by the evident concern it occasioned the governor, a subsequent grand jury attacked the acts of all four of the territorial officials, in 1810. So popular did this practice on the part of the people become, indeed, that it is probable that the rule of the governor and judges would have been overthrown with comparative dispatch had not the nation's final struggle with Great Britain intervened to claim the public attention.

Though Mad Anthony Wayne had wrested the northwest from English greed, his majesty the king was not disposed to allow an upstart government in the western world to balk the royal will without some punishment. Characteristic Yankee energy had begun to push the American flag and the American carrying trade into the ports of the world. Rich cargoes from the Indias and from European ports were traversing the seas in Yankee

bottoms. Rich prizes were to be had for the taking on every hand and as the young government was innocent of naval defense, the taking of its merchantmen and the harassing of its foreign trade were shining marks for British vengeance. Sailor citizens of the United States were impressed into the British service and subjected to a quasi-slavery by brutal sailing masters, under the pretext that no English born individual could expatriate himself at will. Indignity after indignity was suffered by the American flag. That a "sailors' war" should follow was inevitable.

Naturally the young government was much concerned in the occurring of events of international magnitude that at the time made for some serious doubt as to the very continuance of the colonial federation; and these circumstances were no doubt largely responsible for the seeming oversight of abuses obtaining in the west.

Reports of impressment and "right of search" were sent westward from the Atlantic seaboard. Simultaneously equally startling revelations went eastward in exchange, chronicling a general state of uneasiness over the Indian situation in the west. From all appearances it was evident that the old and well known British practice of employing Indian savagery in inducing American tractability, was again about to be employed.

Apparently the English were to have the advantage of finding an Indian leader ready to appreciate their presents and to understand clearly their attempted subtle urgings. This man was Tecumseh, an Indian leader who has been frequently likened to his predecessor, Pontiac. Indeed, Tecumseh's imagination embraced a plan of Indian confederacy similar to Pontiac's former enterprise. Drake's memoir of this celebrated chief says: "Puckeshinwa, the father of Tecumseh, was a member of the Kiscopoke, and Methoataske, the mother, of the Turtle tribe of the Shawanoe nation. They removed from Florida to Ohio about the middle of the last (eighteenth) century. The father rose to the rank of chief and fell at the battle of Point Pleasant, 1774. Tecumseh was born at Piqua, Ohio, about the year 1768. When seventeen years of age he manifested signal prowess in an attack on some boats on the Ohio near Limestone, Kentucky. The boats were all captured and all in them killed except one person who was burned alive. Tecumseh was a silent spectator, never having before witnessed the burning of a prisoner; after it was all over he expressed his strong abhorrence of the act and by his eloquence persuaded his followers never to burn any more prisoners."

Following this incident his influence over his followers increased to such an extent that he rose rapidly in the favor of his tribe. His subsequent respect for the valor of the whites originated in the battles occurring prior to that at Fallen Timber during Wayne's campaign in the west. Three years after his tribe had made him chief, in 1795, Tecumseh went into Indiana to live among the Delawares. He established his lodge on White river in that state, and began to extend his influence rapidly among other tribes. Through the influence of his brother Laulewasikaw, the prophet, a large village of Shawanoes was established at Greenville, Ohio, in 1805. Here the prophet began that famous career of sorcery that later made him a man of great influence with his people and a source of constant danger to the settlers.

At this time comparatively little of the land in Indiana, Ohio and Michigan had legally passed out of the hands of the Indians. Both Governors Harrison and Hull were seeking to acquire title to the Indian lands in their respective territories, but save for the somewhat meager results of their efforts, the savages owned practically all of the country not included in the treaties of Greenville. Notwithstanding this fact, however, white settlers made a common practice of appropriating such of these lands as they needed and even dese-

crating the Indian burial grounds. Naturally the Indians were quick to respond to this unfortunate antagonism. This tendency did not escape the eyes of the British agents. The time was opportune for well directed gifts; and these were readily forthcoming.

Incidentally it was suggested to the savages by English envoys that the Americans were robbing the rightful owners of their choicest hunting grounds, a fact easily verified. As in the days of Pontiac, Indian runners began to pass to and fro between the various tribes. Tecumseh himself actively exploited a propaganda of confederation. The prophet was active in working on the superstitions of his brothers. Such were the circumstances which led Governor Harrison to make energetic efforts towards defense. Of these events Henry Howe has written: "In the spring of 1808 Tecumseh and the prophet removed to a tract of land on the Tippecanoe, a tributary of the Wabash, where the latter continued his efforts to induce the Indians to forsake their vicious habits, while Tecumseh was visiting the neighboring tribes and quietly strengthening his own and the prophet's influence over them. The events of the early part of the year 1810 were such as to leave but little doubt of the hostile intentions of the brothers. The prophet was apparently the most prominent actor, while Tecumseh was in reality the mainspring of all the movements, backed, it is supposed, by the insidious influence of the British agents, who supplied the Indians gratis with powder and ball in anticipation perhaps of hostilities between the two countries, in which event a union of all the tribes against the Americans was desired. * * * In August he (Tecumseh) having visited the governor at Vincennes, a council was held at which, and a subsequent interview, the real position of affairs was ascertained.

"In June of the year following (1811) General Harrison sent a message to the Shawanoes bidding them beware of hostilities, to which Tecumseh gave a brief reply, promising to visit the governor. This visit he paid in July, accompanied by three hundred followers, but as the Americans were prepared and determined, nothing resulted and Tecumseh proceeded to the south, as it was supposed, to enlist the Creeks in the cause."

Nevertheless Harrison determined to increase his forces. After warning the Indians that they must observe the provisions of the treaty of Greenville to the letter, he at once proceeded to break up the establishment of the prophet. Having further recruited his forces and received reinforcements, Harrison proceeded to a point on the Wabash river, some sixty miles above Vincennes in October. There he built Fort Harrison, near the site of what is now Terre Haute, Indiana; and there in the following month he was victorious in a brilliant action with the Indians, known as the battle of Tippecanoe. The prophet had promised victory for his brothers in this battle. Its adverse results to the Indians spelled the loss of popularity and power for the prophet and were conducive to the temporary cessation of hostilities along this part of the frontier.

CHAPTER IX.

(CONTRIBUTED BY C. M. BURTON.)

War Declared Against England, June 18, 1812—Hull Appointed Brigadier General—Raising of Volunteers—Failure to Notify Hull of Formal Declaration of War—Packet "Cuyahoga" Captured by the British—Militia Companies in Detroit—Arrival of Hull and His Army—Preliminary Operations in Canada—British Capture Fort Mackinac—Hull Delays Attack on Fort Malden—Van Horn's Command Attacked by Indians—British Learn Plans of Operation—Hull Retires From Canada—Battle of Monguagon—Brock Assumes Command of British Forces—Americans Retreat from Sandwich—Brock Demands Surrender of Detroit—Hull Refuses and Detroit is Bombarded—British Forces Cross the Detroit River—Hull's Letters to Brock—Surrender of Detroit by Hull—Articles of Capitulation—Captured Officers Taken to Montreal.

On June 18, 1812, while Governor Hull was absent from the Territory of Michigan, the United States declared war against England. In spite of the embargo and repeated protests against continued outrages on American shipping by the British admiralty, the final breach between the two countries opened even more widely. The war is directly attributable to the indignity suffered by the American ship "Chesapeake" at the hands of the British ship "Leopard," off the Virginia coast.

The list of grievances against Great Britain had been, it will be remembered, accumulating for ten years. Although it was well understood for several years before the final declaration, that war must sooner or later follow, the country was not prepared for the event when the time arrived. Within the limits of the present state of Michigan there were two fortified posts of importance,—Detroit and Michillimackinac. The latter post was located on the island of Mackinac, situated on the strait between the two peninsulas of Michigan, and was under the command of Lieutenant Porter Hanks, with a force of fifty-seven effective men and officers. Fort Lernoult was within the limits of the Detroit post, and at the time of the declaration of war contained Major Whistler's company of infantry and Captain Samuel Dyson's company of artillery.

Governor Hull was called into frequent consultation with the president at Washington, and the subject of the expected war was uppermost in their interviews; plans for raising forces for the protection of the northern frontier were fully discussed. At first Hull declined an appointment as brigadier general, which would place him in command of the army of the northwest, but he finally consented to accept the appointment. In April, 1812, the newly made general set out for Detroit. Descending the river Ohio, he reached Marietta May 3d, and Cincinnati May 8th. At the latter place he met Return J. Meigs, who had been enlisting volunteers for the army to accompany Hull to Detroit. A draft of ten companies was rendezvoused at Dayton. Volunteers from Kentucky poured north across the Ohio to supplement this force. Three companies of Ohio volunteers were formed to still further swell these numbers. Though the country had been engaged in various wars for years; though the men of the west had borne the brunt of the Indian fighting on the frontier, everyone was anxious to help defeat the British.

At Dayton Hull met, on May 23d, twelve hundred men, comprising the three militia regiments of volunteers. The field officers of these troops were: Duncan McArthur, colonel, and James Denny and William A. Trimble, majors of the First Regiment; James Findlay, colonel, and Thomas Moore and Thomas Van Horn, majors of the Second Regiment; Lewis Cass, colonel, and Robert Morrison and J. R. Munson, majors of the Third Regiment. Colonel Meigs, governor of Ohio, turned over the command of these troops to General Hull on the 25th of May, and on the 1st of June they marched to Staunton. At Urbana, on the 10th they were joined by the Fourth Regiment of United States regulars, consisting of about three hundred men. From Urbana to Detroit, a distance of some two hundred miles, a pathway had to be cut through nearly unbroken forests. The line of march as laid down on a modern map shows that Hull passed through Urbana, Kenton and Fort Findlay, and reached and crossed the Maumee river near the falls, not far from where the battle of Fallen Timber had taken place in 1794.

Proceeding down the northerly bank of the Maumee to a point near the present site of Toledo, Hull took a direct course to Monroe, or Frenchtown as it was then called, on the river Raisin, and thence proceeded along the line of the government road,—probably at that time an Indian trail,—hugging the shore line of the Detroit river until he reached Detroit. On the way, four block houses were built, in which were left the invalids and a few soldiers for the protection of convoys.

Although there is some evidence to the contrary, there seems to have been an inexcusable delay on the part of the Washington government in notifying Hull of the declaration of war. While warlike preparations were openly being made, no formal advice that war existed had been issued and until that notice was given, either side was at liberty to proceed about its own affairs without fearing to be molested by the other. As before stated, the declaration was dated June 18th, and notice was at once given to the British officials. They made haste to convey the news across the border and the soldiers in the various garrisons as well as the militia officers were notified as quickly as special messengers could convey the news to them. On the other hand, the president trusted to the slow movements of the mail carriers to give to Hull the notice that was of more importance to him than to any other American. When Hull was at Findlay, Ohio, he received a letter announcing that war would soon be declared. This letter was dated June 18th, the very day that the declaration of war was issued, but the letter did not convey that news to him nor inform him when he might expect it.

Hull proceeded with his army and was well on his way to Detroit before the letter containing the official news of the declaration of war reached him, on July 2d. The letter that Hull received at Findlay did not convey news of great importance but was sent by special messenger, while the other letter, containing news of the greatest possible importance, reached Cleveland in the ordinary mail, and might have remained there several days longer had it not been for a young attorney named Charles Shaler, who was hired to take the letter forward, for the consideration of thirty-five dollars. This inexplicable delay resulted in a serious loss to Hull.

There was a small force of British regulars and quite a force of Canadian militia stationed at Malden, as the fort at Amherstburg was called, at the time Hull crossed the river Maumee. This British force was under the command of Lieutenant Colonel T. B. St. George. He had been informed of the declaration of war and was on the lookout for the approach of Hull's army. When the latter reached the Maumee river, he employed a small packet, called the "Cuyahoga," Captain Chapin, to carry his luggage and some sick sol-

diers up the river to Detroit. At this time Hull did not know that war had been declared. When the packet undertook to pass between Fort Malden and Bois Blanc island, it was easily captured by the British soldiers. Its officers were made prisoners and the luggage was ransacked. In the luggage was a dispatch box containing the private letters and instructions of Hull and the plans for his future work; the possession of these gave information of much importance to the British.

Hull pushed on with his troops, but his progress was greatly delayed by rains and bad roads. It was not until the 7th of July that he reached Detroit. On the 6th of July, at about the time the troops reached the river Rouge, Hull sent Colonel Cass and Captain Hickman, Hull's son-in-law, to Colonel St. George at Amherstburg, with a note demanding the return of the baggage captured on the "Cuyahoga." He also suggested the completion of an understanding for the exchange of prisoners. The captured baggage was not returned.

In anticipation of the declaration of war, the citizens of Detroit had made some preparations for arming the militia. There were many men living in the place who had taken active part in the Revolution, and their ardor was not abated by the trials they had passed through. Their desire now to punish England for her constant insults and aggressions since the close of that war, revived their spirits, and they enrolled themselves in militia companies and were drilled, preparatory to the conflict that for years had seemed to be inevitable. A committee of safety was chosen and a popular subscription was started to obtain funds to purchase a supply of powder to be distributed by the committee. Hull, as governor, was also commander of the militia and in his absence such duty fell upon Reuben Atwater, secretary of the territory and acting governor. James Witherell, one of the judges of the supreme court, was appointed major in command of the detachment of militia raised at the rivers Huron, Raisin and Maumee. A troop of cavalry and a company of infantry were organized at Detroit, and a three-gun battery was erected close by the military store on Jefferson avenue, near the present Wayne street, on the bluff that overlooked the river. Other officers of the militia, George McDougall, Solomon Sibley and Elijah Brush, were present with their companies to welcome Hull with his army on his arrival, and to put themselves under the command of the general. The soldiers spent a few days resting and employed themselves in cleaning and repairing their arms, and getting ready for active work. Early in the morning of the 12th of July, the army passed along the river road to the eastward of the village and crossed the river at Belle island, to the Canadian shore, meeting with no opposition.

The Canadian militia had been summoned to the aid of the regulars and had gathered at Malden and Sandwich. At the latter place there were four hundred and sixty men under Colonel James Baby and Mathew Elliott. These were supported by a detachment of regulars. In addition to troops at Malden there were, as allies, between two and three hundred Indians under command of the chief Tecumseh. The militia were but partly armed. They had left their farms at the call of their officers, but were impatient to return to their homes and harvests.

St. George, who was in command of the troops and militia, did not have a very high opinion of the latter. In his letter of July 10th he says that if the Kent and Essex counties' militia continue to be so much alarmed as they then were, he would withdraw them from Sandwich to Malden. Continuing he writes: "I am at present so disagreeably situated from the prevailing disposition of both officers and men, that I have no doubt in an attack on Sandwich, which the enemy appears to be preparing for, the force there will be

obliged to retreat to this place (Amherstburg) before that happens, which would throw the militia into a state of confusion liable to disorganize the whole body. Before it is too late I shall most likely think it incumbent on me to bring them down to this place, and make the most of them—perhaps they will show a better spirit when they have a larger body of regulars to set them an example.”

Immediately upon seeing Hull cross the river the Canadian militia withdrew to Amherstburg, taking with them all the cattle and provisions that could be found, Mr. Francis Baby having been commissioned to carry off everything that might assist the Americans if captured by them. The Canadian militia began to desert the army in large numbers and St. George reported a few days later that only four hundred and seventy-one men were left. These were in such a state as to be entirely inefficient in the field.

General Hull was now at Sandwich and took possession of Mr. Baby's house as his headquarters. Intrenchments were thrown up, and batteries were erected along the line towards Malden. Hull issued a proclamation promising protection to the Canadians and directing them to remain in their houses. The proclamation is dated July 13th, and Lewis Cass claimed to be its author. Hull's army at this time, as reported in "Defense of General Dearborn," consisted of 2,075 soldiers as follows:

Fourth regiment of infantry.....	483
Colonel Findlay's regiment of volunteers and militia.....	509
Colonel Cass' regiment of volunteers and militia	483
Colonel McArthur's regiment of volunteers and militia.....	552
Colonel Sloan's troop of Cincinnati light dragoons.....	48
Total	2,075

Hull claimed, however, shortly after his surrender, that but fifteen hundred men passed with him into Canada, and that none of the Michigan militia, and only a portion of the Ohio militia, would cross the river. In his proclamation Hull threatened to put to death any white man of the Canadians, found fighting by the side of an Indian. The proclamation quickly circulated among the Canadians and found its way to the militia assembled at Malden. Assured that their lives and property would be protected in any event, the militia hastened to leave for their homes. A letter from Mathew Elliott, the British Indian agent, explains the situation as follows: "Their proclamations have operated very powerfully on our militia (who had come forward with as much promptitude as could have been expected). Since their issuing our militia have left their posts and have returned to their homes, so that since Sunday the number is reduced to about one-half, and I expect that in two or three days more we shall have very few of them at the post. We expect to be attacked to-day or to-morrow. The Indians with us are between three and four hundred, who have resisted every allurements which General Hull lay before them. Tecumseh has kept them faithful—he has shown himself to be a determined character and a great friend of our government."

Hull did not proceed at once to attack Malden as predicted by Elliott. A council of officers decided to wait until preparations could be made for heavy ordnance. Work was begun for this purpose, and continued till August 5th. Not to keep the American forces idle in the meantime, Colonel McArthur was sent with a detachment to the river Thames (La Tranche) to secure some flour and other provisions belonging to the British. He returned with a quantity of goods for which he had given receipts. Hull had given commands forbidding his soldiers to take anything from the Canadians, but his official seizure

of supplies from McGregor, Baby and David, three Canadian citizens, was in retaliation for the taking of the baggage captured on the "Cuyahoga" by the British.

Colonel Cass, with two hundred and fifty men, went down the river to reconnoitre and to determine the enemy's position. On reaching the river Canard, he found the bridge that spanned the stream guarded by British troops. By ascending this river for some distance he was able to ford it, and with a part of his force he returned on the other side and drove the guard back to Malden, taking possession of the bridge and thus opening a road to that place.

The delay of our government in neglecting to notify the frontier posts of the declaration of war caused a serious disaster at this time. Lieutenant Porter Hanks was in command of the fort at Mackinac. He was in entire ignorance of the existence of war. Captain Charles Roberts, in command of the British post, Fort St. Joseph, was better informed, however, and planned to capture Fort Mackinac. With three hundred and twenty men, Canadians and Indians, Roberts took the Mackinac post by surprise. His expedition crossed the island, dragging a six-pound gun. The attack was made on July 17th and a flag of truce was sent to the fort, demanding its surrender. Lieutenant Hanks felt compelled to yield, as he was unable to resist the threatened assault. The fort fell into the possession of the British without the firing of a shot. John Askin, Jr., in command of the Indians, reported that had the Americans resisted, not a soul would have escaped the hatchet. Lieutenant Hanks and his fifty-seven men were paroled and sent to Detroit, where they were again captured a month later.

Lieutenant Colonel St. George had, according to the report of July 30, 1812, four hundred and seventy militia and three hundred regulars at Fort Malden. The militia continued to desert and those that remained could not be depended upon. The fort was in poor condition, but had twenty pieces of ordnance. It was believed that Hull would attack the place at once, and every effort was made to put it in condition to resist him. An armed ship, the "Queen Charlotte," was used by the British to guard the bridge at the river Canard, over which the Americans would be forced to march in attacking Malden. In order to advance, Hull endeavored to drive off the "Queen Charlotte" and set about building floating batteries heavy enough to attack the ship. Three such batteries were begun and two of them were completed. At this time a foraging party under Captain Robert Forsyth captured a large drove of cattle and sheep, at Baldoon, on the river St. Clair. At Hull's trial by court marshal it was alleged that these supplies were given the general as a reward for his perfidy in surrendering Detroit. Colonel Cass testified to the recapture of the sheep at the surrender of Detroit.

St. George was superseded by Colonel Henry Procter, who arrived at Malden July 26th, with reinforcements of about three hundred regulars. On August 1st news was received at Detroit of the fall of Mackinac. There was an occasional skirmish with the British and Indians but no decisive battle took place, nor was there any effort made to proceed against Malden with the army. A spot for the erection of a picket fort was chosen near Sandwich and work was begun under the supervision of Colonel John Anderson. A few days after the receipt of the news of the fall of Mackinac the officers in Hull's army were called in council and it then appeared that the floating batteries and the heavy guns would be ready, soon, for an attack on Malden. Although the officers were anxious to make the attack at once, Hull was not confident of success and was afraid that his defences on the American side were in great disorder. Again he delayed. Hull's dispatches to the secretary of war, fell into the hands of the British, a habit they seem to have acquired.

Thus the enemy were given full knowledge of the situation of the American army. Hull stated in these dispatches that the council of officers had determined that it was not advisable to attempt to storm Malden. At his subsequent trial, however, nearly all the testimony introduced directly contradicted this statement. Our general was much depressed by the news of the approach of Major Chambers, of the British army, who was proceeding across country from Niagara to attack him in the rear. He was also afraid that the fall of Mackinac would let loose a horde of savages from the north, who were allied to British interests. He proposed to complete the work on the floating batteries and then march down the river to attack Malden, unless it became necessary to send a portion of his troops across the river to the American side in order to keep open his communications with Ohio. Just what he feared regarding his food supply happened. The Wyandotte Indians, who were friendly to the Americans but who had not taken any part in the war, were seated on their reservation in Monguagon, some fifteen or eighteen miles below Detroit. On August 2d a detachment of Indians and British troops crossed the river and drove the Wyandottes as willing prisoners to Malden, in expectation that they would join the other savages on the British side.

Governor Return J. Meigs of Ohio notified Hull that Captain Henry Brush, with a detachment of soldiers, and Captains Rowland and Campbell, with their companies, were on the road to Detroit with supplies for the troops. At the time this news was received, Brush had not entered the territory of Michigan. Hull was again afraid. He feared that communication between his army and its supplies would be cut off and that the supplies would be captured by the enemy. At a council of the officers Hull stated that he proposed to send Major Van Horn down the river on the American side to keep open the communication with the party under Brush. Accordingly Van Horn was dispatched with two hundred men, though Colonels Cass, Findlay and McArthur protested that the number of troops was too small to successfully resist an attack. The Detroit-Ohio road passed along the margin of the river so close to the water as to be easily guarded by boats.

While Van Horn was en route, his command was fired upon at the river Ecorse, and when the advance guard of the detachment had reached Brownstown creek, it was again attacked by Indians. Van Horn's men were escorting the mail and a retreat was ordered to a point of cover in the woods. However, the soldiers fled at least a quarter of a mile before they could be reformed. A short stand was made but the troops again retreated under direction of Van Horn, to once more form under a clump of trees that appeared like an island in the prairie. The soldiers did not obey the order to halt at these trees, but continued their flight in great confusion, closely followed by the savages. The loss in killed was eighteen; about seventy were missing and twelve were wounded. Van Horn reached Detroit the same evening, August 5th, and was soon rejoined by most of his scattered men. On this occasion the Indians, numbering about three hundred, were under the command of Tecumseh. The mail was captured and thus Hull's letters, containing full plans for the American operations, fell into the hands of the enemy.

On the morning of August 7th preparations were made by Hull for the long delayed attack on Malden, but his activities in this respect were discontinued at noon. It is probable that at that hour Hull had received news of Van Horn's defeat and that the general felt it was of more importance to keep open the road to his supplies on the south than to attack Malden. Preparations were accordingly made for a retreat, much to the disgust of both officers and men. On August 8th the army passed over the river, leaving only a few soldiers, under Major John Anderson, to hold a position at Sandwich. At his trial Hull

stated that he had built a work opposite Detroit and had garrisoned it with two hundred and thirty infantry and twenty-five artillerymen. Major Denny in command of the ordnance, was instructed to hold the position, to afford protection to all well disposed inhabitants and to fall back only in case of an attack by artillery. On the day of his retirement from Canada, Hull wrote Secretary Eustis of the movement and stated that his action was necessitated by the defection of the Wyandotte Indians, the fall of Mackinac, the advance of British reinforcements from Niagara and the resultant interruption of communication with Ohio.

In the general's defense it may be said that the defeat of Van Horn placed the Americans in a position of decided disadvantage. Hull, separated from his base of supplies and the reinforcements under Brush, feared lest Detroit would soon be at the mercy of the Indians who were even then overrunning the American farms, destroying crops and driving off cattle. Hull was afterward sharply criticised for not falling back, with his army, to the Maumee and thus abandoning Detroit but saving his army. He was separated from his source of supplies and practically surrounded by a force that was daily increasing in numbers and in fortified strength. He had neglected the only opportunity that presented itself to proceed against the enemy and it was doubtful if he could, at this time, have made a juncture with the south if he had attempted it with his entire force. Certainly he could not have retained Detroit and held open the communication with Ohio unless he first defeated and captured or drove off the British. He contemplated a general retreat down the river, but feared, so he subsequently stated, a defection in the troops. This would indicate that his officers and men were not troubled with the temerity and caution with which their general seems to have been so generously supplied. Hull resolved, however, to do what he could to keep open his communication with Captain Brush, who was still at the river Raisin. For this purpose Colonel James Miller, with Majors Van Horn and Morrison and a force of six hundred regulars, was ordered to proceed down the American side of the river. The detachment set out on the night of August 8th and marched to a point near the present site of the village of Trenton, then a wilderness. The next morning they met the British and Indians under Captain Muir, who was accompanied by Tecumseh, a force of four hundred regulars and Canadian volunteers and between two and three hundred Indians. The British were in position behind a breastwork of logs and the savages were deployed in the woods. Captain Josiah Snelling led the advance guard of the Americans and was the first to receive the fire of the enemy. He stood his ground until supported by the main body under Colonel Miller. On the arrival of the latter the engagement known as the battle of Monguagon became general. Both sides took advantage of whatever cover the fallen trees in the vicinity afforded and for some time no decisive movement was made by either. At length Miller ordered an advance which resulted in the dislodging of the enemy and their full retreat. They were enabled to make good their escape by means of their boats. Captain Maxwell was ordered forward to reconnoitre and on his report that the enemy could not be found, Miller believed that the road to the Raisin was now free and that his further advance was unnecessary. The American loss of twenty killed and sixty wounded in this engagement far exceeded that of the British. Miller's forces camped on the field of battle and Captain Snelling was sent back to Detroit for provisions.

As soon as Hull was notified of the battle of Monguagon he dispatched Colonel McArthur with one hundred men to carry provisions to Colonel Miller and to assist in bringing back the wounded and dead. McArthur returned on the 13th and was sent on the following day with Colonel Cass and a detachment of three hundred men to assist Captain

Brush. This detachment set out without provisions, on the assurance from Hull that food would be sent them at once. The party marched twenty-four miles before they halted, on August 14th, but having no provisions and seeing no traces of Indians, it was decided, upon consultation, to return to Detroit. In the meantime affairs had been quite active on the other side of the river.

General Isaac Brock arrived at Amherstburg with three hundred soldiers on August 13th, and immediately assumed command of the entire British forces. His presence instilled an enthusiasm into the militia that they had not before possessed. All the troops, regulars, militia and Indians, began preparation for an aggressive movement against the Americans at Detroit. All British troops were concentrated on the Canadian side of the river. The Americans at Sandwich retreated to the American side and the enemy, taking possession of the position so vacated, began the erection of batteries, unmolested. Their work continued for two days before they were in a position to commence the bombardment of Detroit.

On Saturday, August 15th, shortly after midday, a flag of truce was sent by Brock to Hull, demanding the immediate surrender of the latter. This flag was carried by Lieutenant Colonel McDonald and Captain Glegg of Brock's army. The two officers were blindfolded and taken to a house near the fort, where they were met by Hull, who refused to surrender. The British then began cannonading the city. There were three batteries on the American side within the village enclosure, one of them being placed in what was then called Judge Woodward's garden, near the corner of Jefferson avenue and Wayne street, on an elevation; and the others near the river bank, one being near the garden above mentioned and the other near the foot of Woodward avenue. These batteries returned shot for shot until late in the night, one of the enemy's batteries being silenced.

During the night six hundred Indians, under Colonel Mathew Elliott, crossed the river and encamped along the line of the river road in Springwells not far from the present Fort Wayne. Hull was informed that Brock's forces had moved away from Sandwich preparatory to crossing the river. Captain Snelling was sent down the river with a detachment and a small gun to attack the enemy's ship, "Queen Charlotte," which lay in the stream. No shots were fired by this detachment, which returned to the fort in the morning. Before daylight of the 16th, Hull aroused Major Thomas S. Jessup of the regulars and directed him to send a messenger recalling McArthur and Cass. The artillery fire was again begun on both sides of the river and the British soldiers who were already below the town began to cross to the American side under cover of two of their gunboats. No effort was made by Hull to check this advance. Major Jessup was directed to order Colonel Findlay's regiment and what remained of the commands of McArthur and Cass, in line of battle about a quarter of a mile below the fort, where there was a line of high pickets. The enemy were soon seen marching along the river road toward the fort. Jessup hastened back to give Hull information of the approach of the British and to obtain orders to open fire. These orders were not given, although the detachment occupied a most advantageous position. A gun was also mounted which could have raked the advancing columns, which were in close formation. Jessup's announcement was the first information Hull had that the enemy had crossed the river. At Hull's trial every particle of evidence that could be obtained against him was produced and printed, but there were two of his letters that were not then known to be in existence. Indeed, they were considered of so little value by their possessor that it was not until recently that they were published. Evidence that the letters were sent appears in several places in the trial record, but their contents are not given.

As soon as it was light on the morning of the 16th, and as early as five o'clock, Hull sent his son, Captain Abraham F. Hull, across the river with a flag of truce and with a letter reading as follows:

General Brock:

Detroit, 16th August, 1812.

I propose a cessation of hostilities for one hour to open negotiations for the surrender of Detroit. Yours &c.

William Hull,

B. Gen'l. Com'g.

Captain Hull did not deliver this letter in person to Brock, as the latter had passed down the river some time before the messenger's arrival, and was either on the point of passing to the American side or had already done so. Young Hull did not deliver the letter to anyone at the time, but remained with it on the Canadian side until the surrender of Detroit.

The heavy gun fire of the English from the Canadian batteries continued to be exceedingly wild even after it was broad daylight. Though some damage was done the houses of the town, few of the inhabitants were injured. A court martial was in progress at this time in the fort, investigating the action of Lieutenant Hanks in surrendering Mackinac. While his trial was being held, a shell from the enemy's camp crashed through the building and killed Lieutenant Hanks, two officers, two privates and a surgeon. A second surgeon was wounded. The trial record shows that at this time the main body of the troops "were so crowded inside the fort as to render it impossible for them to act offensively—that is, just before the articles of capitulation were agreed upon;—the orders (to place the regulars inside the fort) were given to Colonel Findlay immediately after fire, when the flag was sent by Captain Hull." Many of the townspeople were also within the enclosure at this time.

Major Anderson was in command of the battery in Woodward's garden. A British officer with a flag of truce rode up and asked why the flag of truce had been sent across the river. He was told that General Hull had sent a letter to Brock. Lieutenant Henry Jackson Hunt was sent to notify Hull of the errand of the British officer, Lieutenant Duer, and to ascertain what reply should be made to him. Hunt returned with a sealed paper addressed to General Brock and with directions to Major Snelling to return with Lieutenant Duer and to deliver the letter to Brock. Brock was a little in advance of his troops, the latter having marched as far as the Henry farm, a point where the Michigan Central railroad crosses River street.

The letter borne by Snelling to Brock reads as follows:

Sir:

Detroit, 16th. August, 1812.

The object of the Flag which passed the river, was to propose a cessation of hostilities for one hour for the purpose of entering into a negotiation for the surrender of Detroit.

Yours &c.

William Hull.

Gen. Brock.

B—— Gen'l.

Comg.

It does not appear that any person in the American army, save General Hull himself, knew of the contents of these letters at the time they were sent, nor did he have the assistance or advice of any of his officers in their preparation. Major Snelling knew of the general nature of the letter he bore, for he was asked by Brock if he was authorized to settle the terms of the surrender. Upon Snelling's negative reply Colonel McDonald and Captain Glegg were directed to return to the fort with him. They were immediately

Leitch 16th Aug^r 1812.

Genl. Brock -

I propose a cessation
of hostilities for one hour
to open a negotiation for
the surrender of Leitch.

I am Sir Wm. Hull

W. Genl. Comg

FACSIMILE OF HULL'S LETTER

taken to a marquee which had but recently been erected in front of the fort, on the south-east corner near the present location of Congress street. Here the British officers conferred with General Hull, Captain Elijah Brush and with Lieutenant Colonel Miller.

As mentioned above, Colonel Findlay, with some of his own troops and a portion of the regiments of McArthur and Cass, had been stationed at a distance west of the fort to resist the advance of the enemy. After he had asked for orders to open fire, Findlay was commanded to retire, without firing a shot. As he fell back, he saw the white flag on the staff on the fort and was told of the surrender. Aghast at the news, the brave colonel rushed up to Hull and demanded: "What in h— am I ordered here for?" Hull attempted to tell him that he could obtain better terms from Brock than if he delayed. "Terms! Damnation! We can beat them on the plain. I did not come here to capitulate; I came here to fight," was Findlay's retort.

In the meantime, and before the return of Colonel Findlay, the white flag had been hoisted over the fort by Captain Burton, under orders from General Hull, and was seen by the troops on their return. The firing from the fort had ceased some time before and the fire from the Sandwich battery stopped soon after the cessation on the American side. Though Colonel Findlay's men protested hotly on being ordered to retire they obeyed the order and stacked arms, loudly condemning Hull's temerity.

Hull, Brush, Colonel Miller and Captain Charles Fuller, representing the American side, Colonel McDonald and Major Glegg, representing the British, then agreed upon the following terms of capitulation, transferring the control of the entire northwest. The articles of surrender follow:

Camp Detroit, August 16th, 1812.

Capitulation of surrendering Fort Detroit, entered into between Maj. Gen. Brock, commanding his Britannic Majesty's forces of the one part, and Brig. General Hull, commanding the Northwest army of the United States of the other part.

Article First. Fort Detroit, with all the troops, regulars as well as militia, will be immediately surrendered to the British forces under the command of Maj. Gen. Brock, and will be considered prisoners of war, with the exception of such of the militia of the Michigan Territory, as have not joined the army.

Article 2nd. All public stores, arms and public documents including everything also of public nature, will be immediately given up.

Article 3d. Private property and private persons of every description will be respected.

Article 4th. His excellency, Brig. Gen. Hull, having expressed a desire that a detachment from the state of Ohio on its way to join his army, as well as one sent from Fort Detroit, under the command of Col. McArthur, should be included in the above capitulation, it is accordingly agreed to.

It is, however, to be understood, that such parts of the Ohio militia as have not joined the army, will be permitted to return home on condition that they will not serve during the war; their arms, however, will be delivered up if belonging to the public.

Article 5th. The garrison will march out at the hour of 12 o'clock this day and the British forces take immediate possession of the fort.

J. McDonald, Lieut. Col. Militia, P. A. D. C.
J. B. Glegg, Major, A. D. C.
James Miller, Lieut. Col. 5th U. S. Inf.
E. Brush, Col. 1st. Reg. Mich. Militia.

Approved,

Com. Hull, Brig. Gen.

Comm'g. N. W. Army.

Robt. Nichol, Lieut. Col. & Qr. M. Gen. Militia.

Approved,

Isaac Brock, Maj. Gen.

A true Copy:

The articles of capitulation were read to the men by Major Jessup. At 12 o'clock noon, August 16th, the troops stacked their arms before the fort and became prisoners of war. Brock made a detailed report, giving the number of his troops, as follows: Thirty artillery, 250 Forty-first Regiment, 50 Royal Newfoundland Regiment, 400 militia, and 600 Indians, making a total of 1,330. Thirty-five pieces of ordnance and a large store of ammunition were surrendered, with the brig "Adams." Hull reported 976 serviceable men under his command, not including the men under Cass, McArthur and Brush.

The detachment that had been sent down the river under Colonel McArthur and Colonel Cass had proceeded some twenty-five miles when lack of supplies necessitated a return. The party met a messenger from Hull ordering a retreat. Nearing the fort on the morning of the 16th, Cass and McArthur were told of the surrender. Instead of proceeding further toward Detroit, they fell back to the river Rouge and took a position of defense. They were soon informed by deserters from the army that they were included in the capitulation and shortly afterward, on an order from Hull, the soldiers marched to the fort and surrendered their arms.

Captain Henry Brush was still at the river Raisin. There he received news of the surrender but was not willing to credit the story. Captain Thomas Rowland, who was present, exclaimed with an oath: "It is treason!" A council was at once called, which concluded that Brush was not bound by the articles of capitulation. Captain Elliott, son of Mathew Elliott, the British Indian agent, was sent to the Raisin by the English to take over Brush's command. He was at once made prisoner and forced to retreat with the command until it was well into Ohio.

The captured officers at Detroit were hurriedly put on board the vessels belonging to the English government and were sent down the river and lake to Montreal. Hull, who was accompanied by his daughter, was put on board the "Queen Charlotte" and left Detroit August 17th. Captain Dyson, with his company of regulars, was left at Amherstburg and the other regulars proceeded to Montreal. The Ohio volunteers were taken to Buffalo and there permitted to return to their homes. On the wall of a building at the northwest corner of McGill and Notre Dame streets in Montreal, is a tablet bearing this inscription: "General Hull, United States army, 25 officers, 350 men, entered prisoners of war 10th September, 1812."

General Brock, although a relentless enemy, inspired the respect of the Americans by his bravery and honorable conduct. A few weeks after leaving Detroit he was killed, at Queenston Heights, while gallantly attempting to rally his men.

Detroit 16th Aug^r 1812.

Sir -

The object of the Hagg, which
passed the River, was to propose
a cessation of hostilities for one
hour, for the purpose of
entering into a negotiation
for the Surrender of Detroit -

Yours &c Wm. Hull M. Genl
Camp -

Genl. M'Nair

CHAPTER X.

(CONTRIBUTED BY C. M. BURTON.)

Hull's Trial by Court Martial—Members of the Court—Hull Sentenced to be Shot—Execution of Sentence Remitted—Efforts to Exonerate Hull in Later Years—The Lewis Cass Account of Surrender of Detroit—Extracts from Hull's Arguments at Time of Trial.

Governor Hull was tried by a court martial that convened in Albany, in January, 1814. The charges against him in connection with the surrender of Detroit were (1) treason, (2) cowardice, and (3) neglect of duty and conduct unbecoming an officer. The members of the court were Major General Henry Dearborn, president; and Brigadier General Bloomfield, Colonel Peter Little, Colonel William N. Irvine, Colonel J. B. Fenwick, Colonel Robert Bogardus, Lieutenant Colonel James House, Lieutenant Colonel William Scott, Lieutenant Colonel William Stewart, Lieutenant Colonel Richard Dennis, Lieutenant Colonel Samuel S. Conner, Lieutenant Colonel S. B. David and Lieutenant Colonel John W. Livingstone. The special judge advocate was Martin VanBuren.

The trial began on the 3d of January and was continued until March 23d following. Hull was acquitted of the charge of treason and of some of the other specifications, but he was found guilty of cowardice, and was sentenced to be shot. The sentence was approved by President Madison, but its execution was remitted.

It is thought probable that the excited condition of the country and the bias of military officers of the state had much to do in forming the opinion of the military court. A constant and untiring effort for nearly one hundred years has been made and is still being made to exonerate Hull and to show that his actions were justified by his situation and surroundings. The first official account of the surrender of Detroit was made by Lewis Cass. His letter was written at Washington, September 10, 1812, and purports to have been made by direction of Colonel McArthur. It was in consequence of this report that the torrent of abuse was heaped upon Hull, who was then a prisoner. The report consists of a succession of charges and was followed by a series of similar attacks when Cass was called as the first witness at the subsequent trial of Hull. Whether Cass, at this time, had in mind the possibility that he might be a successor to Hull in the office of governor of Michigan Territory, is difficult now to determine, but it is certain that Hull had no more bitter or relentless enemy.

Next to the charge of treason, against which Hull successfully contended, that of cowardice most deeply affected him, and he resented it with all the powers of a man overburdened with the disgrace of his surrender. In the course of his argument on this point he said:

"But, gentlemen, upon the charge of cowardice, I am bold to say, I have no dread. I have fought more battles than many of the young men who have impeached me of this crime have numbered years. I appeal to the history that bears record of those who were engaged in the bloody contests for our liberty; there you shall find my name,—but not as a coward! I have brought before you the testimony of the few who remained of those who were my companions in arms in times that tried men's souls. Do they say I am a

coward? I invoke the spirits of the departed heroes who have died at my side by the sword of the enemy, to say if I am a coward.

"I would call the shades of Gates, Wayne, Schuyler and of Washington to tell you how often they have led me into battle and to say if they found me a coward. Will you believe that the spirit which has so often prompted me to risk my life for my country should now have so far forsaken me as that I have become a traitor and a coward?

"Will you believe that the years in which I have grown gray in my country's service should so far have changed my nature as that I could have been the base and abject thing my enemies have represented? No, gentlemen; that blood which animated my youth, age has not chilled. I at this moment feel its influence, and it makes me dare to say that no man ever did or can think me a coward."

Hull asserted in his defence that he surrendered Detroit because he felt that he could not hold it against the British army, and that if he undertook to resist and failed, the place would be made to suffer the horrors of an Indian massacre. Brock threatened, in his demand for the surrender of the post, sent to Hull August 15th, that we would turn the Indians loose on the helpless citizens, and Hull feared the threat would be carried into execution.

Brock, who had personally conducted the campaign against Detroit, left the place to attend to other duties along the Niagara frontier. He gave the territory of Michigan into the civil and military charge of Henry Procter. Judge Woodward served as secretary. Such soldiers as were not necessary to take the prisoners down to Amherstburg and Montreal were left with Procter to maintain the British possession of Detroit, and to protect the people from the Indians. Captain Eastman, an American soldier and at this time a prisoner, remained in Detroit twenty-four days after the capitulation. He stated that on the third day following the surrender two hundred and fifty Indians came from Saginaw and that on the 10th or 11th of September, eleven hundred or twelve hundred more came from Mackinac. It was intended to have these Indians aid the British in the attack on Detroit, but the siege ended so quickly and unexpectedly that the services of these savages were not required, and now that they had arrived, their presence was unwelcome alike to the Americans and to the British.

CHAPTER XI.

Progress of War of 1812—British Occupy Detroit—Hull's Memoirs—Attempts to Re-establish American Prestige—Expedition Under General Winchester—Surrender of Winchester—Massacre of Americans by Indians—Efforts of General Harrison—Expedition Against Fort Malden—Procter Lays Siege Before Fort Meigs and Attacks Fort Stephenson.

After the capitulation of Detroit the British, evidently realizing the true weakness of their position and fearing that the American troops would disregard the terms of surrender and reopen hostilities, were prompt to take possession of the fort. The American troops were marched out of the enclosure and formed in line for the surrender. The local militia dispersed to their homes, the Ohio volunteers were escorted to the mouth of the Cuyahoga river and allowed their freedom, but Hull and his regulars were transported to Montreal. There they were held as prisoners of war until exchanged.

Hull's memoirs, written after his pardon by President Madison, are generally considered to be a weak attempt to justify his official actions. Of late years an attempt has been made to exonerate the unfortunate brigadier-general and governor, and in the spring of 1908 a field piece was even dedicated in his honor by a post of the Detroit Grand Army of the Republic. It is altogether probable, however, that so long as the memory of man shall endure; so long as the standards of courage and achievement and loyalty to duty remain what they now are, Hull's official career will always be regarded with scorn, as a disgrace to the northwest, to the army, to himself and to his government. In the rush of events incident to the regaining of what his cowardice, and possibly his greater culpability, lost to his country, a most generous fate allowed this man to sink into obscurity. While an enduring government was being builded on the ruins of his misdirection, this once arrogant man of parts—peculiar parts they were—was permitted to live that he might endure the severest punishment: that of seeing others accomplish in honor and under difficulties what he had in dishonor failed to achieve under the most favorable conditions.

Paralyzed as was the army, deeply chagrined as was the government, disheartened as were the prisoners, not a moment's time was lost in attempting to re-establish American prestige. Governors Harrison and Meigs began at once the recreation of the northwestern army. Again volunteers were rendezvoused in Ohio. Again Kentucky contributed a generous quota of her best fighting stock. The mobilizing of this second army of the northwest occupied the fall of 1812. In January following, General Winchester, in command of the Ohio and Kentucky volunteers, started northward with the object of retrieving the American losses under Hull. Reaching the rapids of the Maumee, Winchester sent two-thirds of his army of nine hundred men to the relief of Frenchtown, which was being threatened with an Indian massacre. A force of Indians and British were defeated by this command on January 18th, and two days later the entire force of volunteers arrived. On the 22d a sortie was made from Malden, which ended disastrously for the Americans. Though scouts are said to have warned Winchester of the probability of an attack, his army was unprepared. The British and Indians advanced and opened fire with such ferocity that Winchester's army was thrown into immediate confusion. Small detachments

sought escape by retreating into the surrounding woods but almost invariably these parties were overtaken and massacred by overwhelming hordes of savages.

Winchester finally accepted the terms of surrender offered by Procter, who commanded the allied British and Indians. All available boats were placed at the disposal of even the slightly wounded British and Indians, regardless of the pitiful plight of many of the severely wounded Americans. Procter agreed, however, to transport the Americans to Malden as soon as his own injured were given attention and promised to leave a guard as protection against the infuriated savages. This he evidently had no intention of doing. With the withdrawal of his main force, but one officer and a few men were left in fulfillment of his agreement. Scarcely were the English out of sight, before the Indians held council and determined to avenge their own losses by killing every American who was unable to stand a forced march to Malden and Detroit. Two houses in which were confined most of the wounded prisoners were fired; and other prisoners not confined in these buildings were scalped and thrown into the burning ruins. Such of the volunteers as were able to crawl, showed fight, and many escaped from the flaming prisons only to be mercilessly killed outright or burned alive. Though these atrocities were perpetrated by savages, it is quite probable that the massacre was not beyond Procter's expectations. No record has been brought forward to show that he ever sent back his boats for the American wounded, as he would have done had he expected to take them to Detroit alive. While such damnable practices cannot be entirely disassociated with the "honor" of the British arms at that time, Procter's perfidious inhumanity can only be compared to that of the beast, Hamilton.

The savagery of the massacre at an end, those of the Americans who were not wantonly tomahawked en route were marched into Detroit. There, as in the days of the Revolution, human lives were peddled about among the residents for redemption in cash or barter. Household goods, money, clothing and provisions were offered by the citizens as the price for the lives of the prisoners. Many a volunteer owed his existence to the sacrifice of the northern housewives, who literally stripped their homes in offering ransom, and bargained their last treasures in competition with money paid for scalps by the British.

Angered by the determination of the citizens to prevent the massacre of their countrymen, Procter ordered several of the most active offerers of ransoms to leave the country. Regardless of the terms of Hull's surrender, the property of Americans generally was given over to plunder. Only such property as was specially marked as being that of Canadians or British sympathizers was exempt from pillage.

In the meantime General Harrison was actively engaged in recruiting a sufficient force to avenge Winchester's disaster. Upon hearing of the latter's defeat he dispatched Surgeon McKeehan and two men from Portage river, in Ohio, to Malden. The surgeon bore medicines and money for the relief of the American prisoners and wounded, and carried a letter from Harrison addressed to any British officer. The party was met at the Maumee rapids by several British and Indians. Notwithstanding the humane and peaceful object of its advance, it was set upon, one man was killed and the surgeon and his remaining companion were taken to Malden as prisoners. There Dr. McKeehan was promptly placed in irons and subjected to every insult. Needless to say, neither the money nor medicine was devoted to the relief of the suffering Americans.

Early in February, 1813, according to the journal of Lieutenant Joseph Harwell, one of Harrison's command, "the general established his advance post at the foot of the (Maumee) rapids. He ordered the fortification of the position, as it was his intention to make this point his grand depot. The fort erected was afterward named Meigs, in honor

of Governor Meigs. Harrison ordered all the troops in the rear to join him immediately. He was in hopes by the middle of February to advance on Malden and strike a blow that would in some measure retrieve the misfortunes that had befallen the American arms in this quarter."

Harrison was unable, however, to make any attempt against Malden until March. On the 2d of that month a most hazardous expedition was undertaken. Of this Lieutenant Harwell wrote as follows: "About two hundred and fifty men volunteered to go on an enterprise of the most desperate nature. On Friday, the 26th, the volunteer corps destined for this duty were addressed on parade by General Harrison, who informed them that when they had got a sufficient distance from the fort they were to be informed of the errand they were upon, and that all who then wished could return, but not afterwards. He represented the undertaking as in a high degree one of peril and privation; but he promised that those who deported themselves in a gallant and soldier-like manner should be rewarded, and their names forwarded to the general government.

"The corps took up its line of march and concentrated at what is now Lower Sandusky, where was then a blockhouse, on the site of Fort Stephenson, at that time garrisoned by two companies of militia. On the morning of the 2d of March they left the blockhouse with six days' provisions and had proceeded about a half mile when Captain Langham (in command) ordered a halt. He addressed the soldiers and informed them of the object of the expedition, which was to move down to Lake Erie, to cross over the ice to Malden, and in the darkness of night to destroy with combustibles the British fleet and the public stores on the bank of the river. This being done, the men were to retreat to the point of the Maumee bay, when their retreat was to be covered by a large force under Harrison. At this time, independent of the garrison at Malden, in that vicinity was a large body of Indians, and it required a combination of circumstances to render the enterprise successful."

Passing Portage river, the party encamped on the shore of the lake and on the next day advanced across the ice to Middle Bass island, a distance of seventeen miles. On breaking camp the following day it was discovered that the ice to the north was unfavorable. Then, too, "sled tracks were discovered on the ice going in the direction of Malden. They were presumed to have been made by two Frenchmen who left Sandusky the day before the corps of Langham. They (the Frenchmen) had then stated they were going to the river Huron, which was in an opposite direction. The officers now felt assured they were inimical to their designs and were on their way to give the British notice of the Americans' intentions. It being the intended route to go by the Western Sister island to elude the spies of the enemy, the guides gave it as their opinion that it was impossible to go to Malden; that the river Detroit and the lake from the Middle Sister were doubtless broken up, and that there was only possibility of getting as far north as the Middle Sister; but as the distance from that to the Detroit river, eighteen miles, had to be performed after night, they could not attempt going, being fully satisfied that they could not arrive at the point of destination, and as the weather was and had been soft, that, should a southerly wind blow up, the lake would inevitably break up, and they might be caught on it or one of the islands. Captain Langham called the guides and officers together. He stated that he had been instructed to go no farther than the guides thought safe, asked the opinion of the officers, who unanimously decided that it was improper to proceed, and that they should return. The party returned by way of Presque Isle, at which point they met General Harrison with a body of troops. From thence they proceeded to Fort Meigs in safety.

"Harrison had determined to regain Detroit, but the weather had proved unfavorable for the transportation to Fort Meigs of a sufficient body of troops for such an object. His force there was diminished soon after his arrival, by the expiration of the term of service of a part of those at the rapids, and nothing more was left for him but to remain on the defensive. Satisfied that in his weakened condition the enemy would make a descent from Malden upon the fort as soon as the ice broke up in the lake, he left in March for the interior, to hasten on all the troops he could raise to the fort's defense. On the 12th of April he returned at the head of a detachment of troops and applied himself with great assiduity to completing the defenses."

Procter's command, accompanied by about eighteen hundred Indians under Tecumseh, attacked Fort Meigs on the 1st of May. The British placed their guns on an eminence across the river and opposite to the fort, the allies taking position in the rear of the Americans, who had not yet finished building their fortifications. Procter encouraged the allies by promising to deliver the person of General Harrison over to Tecumseh, immediately the fort was taken. The Americans had not completed their wells; they had no water save that obtained from the river, under constant fire. For three days the British batteries kept up a continuous shelling of the fort and on the third day the English succeeded in mounting a mortar battery within two hundred and fifty yards of the American entrenchments. The savages climbed trees and from such vantage points poured in a galling fire upon the American rear. Procter then demanded the surrender of the garrison, but received a curt reply from Harrison to the effect that "should the fort fall into your hands, it will be in a manner calculated to do you more honor and to give you larger claims upon the gratitude of your government than any capitulation could possibly do." In anticipation of an attack in force upon Fort Meigs, General Harrison had forwarded minute particulars regarding his position to Governors Shelby of Kentucky and Meigs of Ohio, and had asked for reinforcements if such were available. So faithfully had Shelby and Meigs endeavored to accede to Harrison's request that at the time Procter was demanding a surrender, General Clay of Kentucky was at the head of the rapids with a substantial command. Upon the juncture of the two American forces, Procter was forced to raise the siege. He retreated to Amherstburg with all his forces save that portion of the savages whose disgust even the persuasion of Tecumseh failed to overcome; these Indians openly deserted the British arms, refusing to aid further in the prosecution of the war.

In the last day's fighting at Fort Meigs, the Kentucky volunteers under Colonel Dudley were ordered to attack and spike the guns of the British battery across the river. This accomplished, they were to return at once to the fort in boats. The Kentuckians, though successful in their sortie, fell victim to their own bravery. Instead of returning at once as ordered, they remained to fall in with a large party of Indians, who easily effected a capture after a brief pitched battle. After surrendering, the Kentuckians were tomahawked and scalped in full view of Procter, many of their number falling in this way. Tecumseh had given orders expressly directing his men to respect the surrender, but the massacre was only stopped upon his arrival. Infuriated at the sight, he tomahawked one of his own chiefs for disregarding the order and demanded to know where Procter was. Seeing the English commandant at length, Tecumseh exclaimed: "Why have you not made an end of this slaughter; why did you allow it?" "Sir," said Procter, "your Indians cannot be commanded." "Begone!" retorted the chieftain, with great disdain, "you are unfit to command; go and put on petticoats." Colonel Dudley was tomahawked and scalped before

Tecumseh's arrival and but about one hundred and fifty of Dudley's eight hundred men escaped.

On July 20th Procter again laid brief siege before Fort Meigs, then in command of General Green Clay of Kentucky, but soon directed his attention to an attack upon Fort Stephenson, near Sandusky. This movement proved disastrous to the English and Procter again retired to Malden early in August, after having lost severely in the fighting and by the continued desertions of the Indians.

CHAPTER XII.

Continuation of War of 1812—Americans Gain Control of Lake Ontario—Perry Given Command of Lake Erie—British Compelled to Evacuate Capital of Upper Canada—Fall of Fort George—Perry's Victory on Lake Erie—Description of the Battle—Procter Prepares to Retreat—Speech of Protest by Tecumseh—British Evacuation of Detroit—American Armies Invade Canada—Pursuit of Procter—Battle of the Thames—Death of Tecumseh—General Cass Assumes Command at Detroit—Expedition to the North—Progress of War in the East—Indian Depredations About Detroit—Treaty of Ghent.

In the meantime the Americans, under Admiral Chauncey, had secured control of Lake Ontario. Following this a young naval officer, Oliver Hazard Perry, then stationed in the east, had applied for transfer to the lakes. This granted, Chauncey gave him command of Lake Erie. Perry was ordered to Presque Ile (Erie, Pennsylvania) to command there a naval establishment, at which it was hoped to create a superior fighting force on the lake. On Perry's arrival, March 27, 1813, he found under construction six American ships, mostly inferior affairs. His equipment, armament and crew were of necessity to be transported for the most part, either from Albany or Philadelphia, but he met every obstacle with the same characteristic energy and courage that afterward helped so materially to turn the war in favor of the American arms.

The ships while building were frequently threatened by the appearance of the enemy, but the presence of treacherous shoals and a tortuous entrance to the harbor in which operations were being carried on made the position practically immune from attack. In April, Chauncey took aboard his fleet the army of General Dearborn, which was transported from the New York shore across Lake Ontario to York (now Toronto), then the capital of Upper Canada and an important British supply depot. The enemy were forced to evacuate York and on May 27th the army under Dearborn and the fleet under Chauncey, who was accompanied by Perry, attacked Fort George near the mouth of the river Niagara. After the fall of Fort George, Perry returned to Lake Erie with a few small ships and completed the fitting of his fleet.

Both General Harrison and the secretary of war were desirous that Perry should lead a land expedition toward the Cuyahoga river, to assist the former, but Perry was determined to demonstrate the vital importance of promptly securing control of Lake Erie. His fleet was in readiness by the last of July and on August 1st he proceeded to act upon his own responsibility. The protecting sandbars at Presque Ile which had placed him beyond reach of the enemy, now, however, proved a serious menace, as two of the ships were of greater draught than the water gauge over the bar. Immediately contriving a plan by which to extricate himself, Perry submerged several large barges alongside the two troublesome ships. Making them securely fast, he pumped the water from the barges, thus so buoying his vessels as to enable them to pass the shoals in safety.

The British fleet, which had been hovering about in the vicinity of Presque Ile during the completion of Perry's fleet, had later retired to Malden, there to await the refitting of the brig "Detroit." After leaving Presque Ile, Perry anchored at Put-in-Bay. His flotilla

consisted of the ships "Lawrence" and "Niagara," twenty guns each, and seven smaller vessels,—one of four guns, one of three, two of two and three of one, a total of fifty-four guns. On September 10th the enemy's fleet, under Commodore Barclay, a seasoned commander who had fought under Nelson at Trafalgar, sailed from Malden to the attack. After a hot engagement lasting three hours, Perry sent the following famous message to General Harrison at Sandusky: "We have met the enemy and they are ours." A description of the battle is taken from Perkins' "The Late War."

On the 10th of September, at sunrise, the British fleet, consisting of one ship of nineteen guns, one of seventeen, one of thirteen, one of ten, one of three and one of one, amounting to sixty-four, and exceeding the Americans by ten guns, under the command of Commodore Barclay, appeared off Put-in-Bay, distant about ten miles. Commodore Perry immediately got under way, with a light breeze at southwest. At ten o'clock the wind hauled to the southeast, which brought the American squadron to the windward, and gave them the weather gauge. Commodore Perry, on board the Lawrence, then hoisted his union jack, having for a motto the dying words of Captain Lawrence, "Don't give up the ship," which was received with repeated cheers by the crew.

He then formed the line of battle, and bore up for the enemy, who at the same time hauled his courses and prepared for action. The lightness of the wind occasioned the hostile squadrons to approach each other but slowly, and prolonged for two hours the solemn interval of suspense and anxiety which precedes a battle. The order and regularity of naval discipline heightened the dreadful quiet of the moment. The hostile fleets gradually neared each other in awful silence. At fifteen minutes after eleven a bugle was sounded on board the enemy's headmost ship, the Detroit; loud cheers burst from all their crews, and a tremendous fire opened upon the Lawrence, from the British long guns, which from the shortness of the Lawrence's she was obliged to sustain for forty minutes without being able to return a shot. Commodore Perry, without waiting for the other ships, kept on his course in such gallant and determined style that the enemy supposed he meant immediately to board. At five minutes before twelve, having gained a nearer position, the Lawrence opened her fire, but the long guns of the British still gave them greatly the advantage, and the Lawrence was exceedingly cut up without being able to do but very little damage in return. Their shot pierced her sides in all directions, killing the men in the berth deck and steerage, where they had been carried to be dressed.

One shot had nearly produced a fatal explosion; passing through the light room, it knocked the snuff of the candle into the magazine; fortunately the gunner saw it and had the presence of mind immediately to extinguish it. It appeared to be the enemy's plan to destroy the commodore's ship; their heaviest fire was directed against the Lawrence, and blazed incessantly from all their largest vessels. Commodore Perry finding the hazard of his situation, made all sail and directed his other vessels to follow, for the purpose of closing with the enemy. The tremendous fire, however, to which he was exposed soon cut away every brace and bowline of the Lawrence and she became unmanageable. The other vessels were unable to get up, and in this disastrous situation she sustained the main force of the enemy's fire for upwards of two hours, within cannister distance, though a considerable part of the time not more than two or three of her guns could be brought to bear on her antagonists.

The utmost order and regularity prevailed during this scene of horror; as fast as the men at the guns were wounded they were carried below and others stepped to their places; the dead remained where they fell until after the action. At this juncture the enemy believed the battle to be won. The Lawrence was reduced to a mere wreck; her deck was streaming with blood and covered with the mangled limbs and bodies of the slain; nearly the whole of her crew were either killed or wounded; her guns were dismounted, and the commodore and his officers helped to work the last that was capable of service. At two, Captain Elliott was enabled, by the aid of a fresh breeze, to bring his ship (the Niagara) into close action in gallant style, and the commodore immediately determined to shift his

flag on board that ship; and giving his own in charge of Lieutenant Yarnell, he hauled down his union jack, and taking it under his arm, ordered a boat to put him on board the Niagara. Broad-sides were leveled at his boat and a shower of musketry from three of the enemy's ships. He arrived safely and hoisted his union jack, with its animating motto, on board the Niagara.

Captain Elliott, by direction of the commodore, immediately put off in a boat to bring up the schooners, which had been kept back by the lightness of the wind. At this moment the flag of the Lawrence was hauled down. Any further show of resistance would have been a useless sacrifice of the relics of her brave and mangled crew. The enemy were at the same time so crippled that they were unable to take possession of her, and circumstances soon enabled her crew again to hoist her flag.

Commodore Perry now gave the signal to all the vessels for close action. The small vessels, under the direction of Captain Elliott, got out their sweeps and made all sail. Finding the Niagara but little injured, the commander determined upon the bold and desperate expedient of breaking the enemy's line; he accordingly bore up and passed the head of the two ships and brig, giving them a raking fire from his starboard guns, and also a raking fire upon a large schooner and sloop, from his larboard quarter, at half pistol shot. Having gotten the whole squadron into action, he luffed and laid his ship alongside the British commodore. The small vessels having now got up within good grape and cannister distance on the other quarter, enclosed their enemy between them and the Niagara, and in this position kept up a most destructive fire on both quarters of the British until every ship struck her colors.

The engagement lasted about three hours, and never was victory more decisive and complete. More prisoners were taken than there were men on board the American squadron at the close of the action. The principal loss in killed and wounded was on board the Lawrence, before the other vessels were brought into action. Of her crew twenty-two were killed and sixty wounded. When her flag was struck but twenty men remained on deck fit for duty. The loss on board of all the other vessels was only five killed and thirty-six wounded. The British loss must have been much more considerable. * * * This interesting battle was fought midway of the lake, between the hostile armies who lay on the opposite shores, waiting in anxious expectation its result.

Ten days after Perry's memorable victory his fleet transported Harrison's army to Put-in-Bay and thence to Middle Sister island. Procter, at Amherstburg, fearing an attack on Malden, had sent the heaviest portion of his baggage up the river. Tecumseh, who still adhered to the British cause, protested against what he perceived to be preparations for retreat. In a formal speech to Procter the chief said: "You told your red children that you would take good care of your garrison here, which made our hearts glad. Listen! When we were last at the rapids, it is true we gave you little assistance. It is hard to fight people who live like ground hogs. (At the siege of Fort Meigs, Harrison constructed bomb proofs by shallow tunneling.) Father, listen! Our fleet has gone out; we know they have fought; we have heard the great guns; but we know nothing of what has happened to our father with one arm (Commodore Robert H. Barclay). Our ships have gone one way, and we are much astonished to see our father tying up everything and preparing to run away the other, without letting his red children know what his intentions are.

"You always told us to remain here and take care of our lands; it made our hearts glad to hear that was your wish. Our great father, the king, is the head, and you represent him. You always told us you would never draw your foot off British ground; but now, father, we see that you are drawing back, and we are sorry to see our father doing so without seeing the enemy. We must compare our father's conduct to a fat dog, that carries his tail on his back, and when afrighted, drops it between its legs and runs off. Father, listen! The Americans have not yet defeated us by land; neither are we sure that they

have done so by water; we therefore wish to remain here and fight our enemy should they make their appearance. If they defeat us we will then retreat with our father. At the battle of the rapids, last war, the Americans certainly defeated us; and when we returned to our father's fort at that place, the gates were shut against us. We were afraid that it would now be the case; but instead of that we now see our British father preparing to march out of his garrison. Father, you have got the arms and ammunition which our great father sent for his red children. If you have an idea of going away, give them to us and you may go and welcome, for us. Our lives are in the hands of the Great Spirit. We are determined to defend our lands, and if it be His will, we wish to leave our bones upon them."

Regardless of the taunts of his ally, Procter, who was a stranger to courage, pushed forward his plans for retreat, and finally evacuated Detroit on September 28th. Many of the smaller guns, a portion of the lighter stores and all supplies that could be readily moved, were transported across the river to Windsor. Amherstburg was as hastily abandoned after whatever valuable property that could not be removed had been burned to prevent it from falling into the hands of the Americans. Halting at Windsor, the Malden force was joined by the British garrison from the fort at Detroit and the entire command accompanied by a flotilla of small craft, made its way hastily up stream. Harrison had been joined at Put-in-Bay by a force of thirty-five hundred Kentucky volunteers, under Governor Shelby of that state, and the combined armies, numbering easily five thousand men, landed on the Canadian shore of Lake Erie on September 29th, disembarking a short distance below Amherstburg. Procter, however, had acted too quickly and had shown the Americans a clean pair of heels. At Malden the Americans found only a few terrified women and non-combatants, who begged for their lives, fearing that the Kentuckians or "long knives," as they were called, meant to avenge the massacre of their comrades who had fallen at the river Raisin. By this time Procter was understood to be in full flight along the shores of Lake St. Clair. Colonel Richard M. Johnson, who had been stationed at Fort Meigs in command of a troop of Kentucky volunteer cavalry, had been ordered to proceed to the Raisin. Stopping only long enough to bury the bodies of those slain in the Brownstown massacre, Johnson's men, numbering more than one thousand, reached Sandwich on October 1st. In recognition of the readiness with which Kentucky had responded to the call for troops for the protection of the frontier, Fort Lernoult, at Detroit, was at this time named Fort Shelby, in honor of Kentucky's governor, who, though an elderly man, had braved the fatigue of long forced marches in leading his men to the northwest. Harrison and Shelby left Detroit with somewhat more than three thousand troops on October 2d, in pursuit of Procter, who was reported as being encamped with the Indians under Tecumseh on the Thames river in Canada. Simultaneously Perry proceeded up the river with several ships en route to Lake St. Clair to aid in supporting the American land column.

With Sandwich held by Colonels Cass and Ball, and Fort Shelby guarded by McArthur, Perry disembarked a considerable detachment from his fleet and joined Harrison. The entire command overtook Procter near Chatham, where Tecumseh vainly attempted to shame his commander into making a stand and giving battle in the open. But the "fat dog" weakened and continued to retreat. The savages held their ground for a time, sustaining a heavy fire from the Americans, but finally fell back, overtaking Procter. On October 5th the battle of the Thames was fought, at a point between Chatham and the old Moravian settlement at Moraviantown. Colonel Johnson's cavalry outflanked the British regulars on the right, Procter's left being protected by the Thames. The British were

thrown immediately into such confusion by the suddenness of the American onslaught that their commander left the field in flight before the whole of Harrison's army could be brought into action. Procter's front had been formed behind a strip of marsh and behind this the Indians continued to fight for some time after the English had asked for quarter. Tecumseh had entered this battle of the Thames fully convinced that he would not survive the action. He determined to disregard the movements of Procter, whom he held by this time in great contempt, and to stake all on the ability of his Indians to stand off Harrison's columns. Forced to dismount because of the character of the field, Johnson's men swung into a charge against the savages, who held their fire until the Americans were close at hand. Governor Shelby was compelled to send the reserves to Johnson's assistance before the Indians could be dislodged. Tradition has it that Tecumseh was killed in the last stand of the Indians by a ball from Colonel Johnson's pistol, although the latter had been twice wounded in the desperate hand to hand fight on the edge of the marsh. The English historian, James, is authority for the statement that the Kentuckians scalped the Indian leader, actually flayed his body with their knives and converted parts of his skin into razor strops. Nearly seven hundred British soldiers were captured and a detachment under Colonel Payne was ordered in pursuit of the fleeing Procter, who had left the scene of battle in a wagon. The gallant Englishman was finally forced to leave the highway and seek cover in the woods, where he successfully secreted himself until after the departure of the Americans. He was later denounced by his superior officers for his rank cowardice.

Following his return from Chatham to Detroit and the dispatching of the English prisoners to Ohio, Harrison proceeded to Buffalo, intending to join the American army on the Niagara frontier. A sufficient number of officers had been assigned to the army in the east, however, and Harrison was given permission to retire into Indiana. Brigadier General Cass was left in civil and military control at Detroit, with four regiments of regular infantry, one company of artillery and a regiment of militia. Cass assumed command at Detroit, October 29, 1813, resigning his command in the army of the United States, but continuing as the military and civil head of Michigan Territory and "Upper Canada."

Though the victory at the Thames was decisive and though it resulted in the discouragement of the assemblage of any material force of the enemy in the vicinity of Detroit, several small parties of British assembled on the Thames shortly after the withdrawal of the American troops from that territory. Cass' resources were such, however, as to preclude the possibility of any dangerous attack from this source.

Following the evacuation of the British, who had occupied Detroit a little more than one year, the inhabitants were practically destitute. Crops had been destroyed, houses had been plundered and almost all the available supplies had been confiscated. Cast off by the English, the Indians were in still sadder plight. Many were in a state bordering on starvation, a circumstance which induced detached parties to attack and rob isolated settlers. Several whites were killed, their buildings burned and their cattle stolen. As a result of these forays the local militia was assembled and severe punishment was ministered in several instances, the bulk of the hostile savages finally withdrawing either into Canada or into the vicinity about Saginaw bay.

Following the example of General Harrison, Cass sought to placate the unfriendly savages by assuring them fair treatment at the hands of the whites. During the governor's temporary absences from Detroit, Colonel Butler of Kentucky and Lieutenant Colonel Croghan were left in command of the post. Butler led an unimportant expedition against the English to the eastward of Lake Erie and shortly after his return to Detroit left for

his home. Lieutenant Colonel Croghan assumed the American command and on March 21, 1814, Fort Malden was evacuated by the American force, which had held the place since Procter's flight.

The British, under Colonel McDougall, still held Mackinac and the Lake Superior region, and were reported to be fitting a naval force at Georgian Bay, preparatory to again contesting the supremacy of the lower lakes. For some time prior to the war of 1812, the English had also maintained a garrison at St. Joseph's island, between Mackinac island and the Sault. Captain Arthur St. Clair, who was in command of five vessels of the lake fleet, was joined by Croghan and a portion of the Detroit force in July, the resultant command leaving Detroit during that month to attack the enemy in the north. Proceeding to St. Joseph's island, the Americans found the fort unoccupied. In the meantime McDougall, at Mackinac, had opportunity to strengthen his position and on the arrival of the Americans at the straits, was enabled to show a much superior force. A shore party was landed, however, which, with the support of the guns of the ships, engaged the English advance fortifications in a hot encounter, finally dislodging the enemy. A detachment of hostile Indians harrassed the Americans from the cover of the woods and as the landing party were unable to reply from shelter, it was forced to retire, leaving several killed, among whom were Major Holmes, Captain Van Horn and Lieutenant Jackson. A second attack being deemed inexpedient, St. Clair withdrew his fleet with the exception of two ships, the Scorpion and Tigress, a council of officers having decided that an effective blockade would soon force the enemy to surrender their temporarily invulnerable position. Following the withdrawal of St. Clair, however, McDougall surprised one of the ships in a night attack from small boats and later succeeded in capturing her consort. He held Mackinac until the fort was turned over to the American government under the terms of the treaty of Ghent which terminated the war.

Prior to and during July, both General Harrison and Governor Cass were engaged in the promotion of treaty agreements with the Indians of the northwest. Both followed a policy of purchasing lands from the savages and of recommending the strict observation on the parts of the settlers of Indian property rights except on the lands so purchased. On July 22d the second treaty of Greenville was concluded with the Wyandots, Delawares, Shawnees, Senecas and Miamis, General Harrison and Governor Cass acting as commissioners on behalf of the United States. Under this agreement these tribes engaged to assist the United States in war with the British and with the hostile tribes. Thus peace was temporarily restored in and about Detroit. Freedom, however, from Indian raids was short lived, repeated outbreaks occurring within the year.

The war in the east, along the Niagara frontier, was still being vigorously waged by both the British and Americans. Congress now adopted extreme measures to add to the efficiency of the army. General Wilkinson, in command in the east, had suffered defeat and a heavy loss in an expedition against the British at the Canadian river La Cole. Every available man was needed in this emergency to swell the command of General Izard, Wilkinson's successor. General Brown, of the eastern army, advanced into Canada and Governor Cass sent from Detroit nearly all of the regulars comprising the garrison of the place. This encouraged the Indians in Michigan to further depredations. Ananias McMillan, a resident of Detroit, was shot from ambush, almost in sight of the fort, and other settlers suffered similar fates. With no regular soldiers at his disposal, Governor Cass called for volunteers whom he could lead against the savages. A considerable force responded, and so determined an advance was made that the savages who had fled to the woods for protection

were overtaken and severely punished, many of their number falling before the muskets of the volunteers. A flag of truce was sent to the Americans and most of the hostile Indians withdrew to the Saginaw valley, leaving Detroit again safe from attack.

The war with England was ended by the treaty of Ghent, December, 1814. England hastened to sign this treaty because she needed all of her troops to defend herself in Europe. Shortly after the treaty Napoleon escaped from Elba and began gathering his troops to oppose the northern armies; he met them at the battle of Waterloo, in 1815.

CHAPTER XIII.

Readjustment of Affairs in Detroit Under Cass—Record Concerning General Lewis Cass—Dawn of Brighter Era in Detroit and Michigan Territory—New Order of Government—The Cass Code—First Newspaper Established—Birth of the University of Michigan—Liberal Appropriations and Subscriptions for the Support of the New Institution—Building of New Highways—First Steamboat Arrives in Detroit—Enlargement of Michigan Territory—Development and Prosperity—Bank of Michigan Established—Bishop Flaget Visits Detroit—Cass Effects Further Indian Treaties—Expedition to Lake Superior District—General Cass Secures Treaty with the Chippewas—Governor's Expedition One of Great Value—Michigan Secures Federal Representation—Woodbridge Elected—Other Delegates From the Territory—A Remarkable Campaign—Father Richard, a Catholic Priest, Elected Michigan Delegate to Congress.

Though the war with England still retained the characteristics of a hot and somewhat doubtful contest in the east, Detroit, now that the Indians had been forced into submission, was enabled to concern itself with the readjustment of its own affairs. The community, long the victim of arrogant misgovernment and but recently relieved of the brunt of the burden of frontier warfare, had arrived at a crisis whose vital import was fully appreciated by one man. Fortunately for the town of Detroit and for the Territory of Michigan, that man was none other than the new governor, Lewis Cass. Though his motives in pressing so vigorously the charges brought against his predecessor have been severely impugned, his zeal for the public welfare and his untiring efforts to meet with precision and force the difficult governmental problems confronting the early days of his administration, have stamped him as a loyal citizen and a man of unquestionable merit and ability.

Of the forebears and early days of Lewis Cass, Andrew C. McLaughlin has written: One who examines the genealogical records of New England will observe that the name Cass appears not infrequently. One branch of the family is easily traceable to James Cass of Westerly, from whom seems to have come Joseph Cass, who was living in Exeter, New Hampshire, in 1680. A son of Joseph who bore the national prænomen of Jonathan, was, in the latter half of the last century, a young man of vigor and promise in Exeter. At the outbreak of the Revolution Jonathan was an energetic young blacksmith, too full of life and eager restlessness to be wedded to the fiery joys of the forge, and too full of patriotism to await the second call to arms when the battle of Lexington proclaimed that war was actually begun. * * * In 1781 he married Mary Gilman, who belonged to a branch of the Gilman family which traces its ancestry back to Norfolk, England, where in 1558 were living the forefathers of those who in 1635 landed in Boston, and began life in the New World. In a house which stood on the east side of Cross street, now Cass street, Exeter, Lewis Cass was born October 9, 1782. Lewis was the eldest of six children, the youngest of whom was only eight years his junior. His boyhood fell in the uneasy, anxious times of the confederation. The air was full of political clamor, and electric with dreaded disaster. State selfishness and political greed were the accompaniments of personal selfishness. Avarice and dishonesty were the natural effects of a demoralizing war. In after years

Lewis Cass looked back upon those boyhood years with a memory retentive of their deep impressions. If in later years he had a never failing love for the Union and the constitution, he might trace it in part to the relief that came when the constitution was adopted, and the union was no longer a shadow. "You remember, young man," he said to James A. Garfield in 1861, "that the constitution did not take effect until nine states had ratified it. My native state was the ninth. It hung a long time in doubtful scale whether nine would agree; but when at last New Hampshire ratified the constitution, it was a day of great rejoicing. My mother held me, a little boy of six years, in her arms at the window, and pointed to me the bonfires that were blazing in the streets of Exeter, and told me that the people were celebrating the adoption of the constitution. And so I saw the constitution born."

It usually falls to the lot of the biographer to narrate at least a few instances of prophetic precocity. But none are to be told of Lewis Cass. It is clear that in early years he was fond of study, and evinced a capacity that encouraged his father to give him an education beyond the means, one would think, of the mechanic and soldier, who must have had some difficulty in making both ends meet. In 1792, when the boy was scarcely ten years old, he entered the academy of Exeter and came into the stimulating presence of Benjamin Abbott. The stern discipline and accurate scholarship of the principal had a moulding influence on the minds of his pupils, and the years spent at the academy were important ones in the life of Cass. Meantime his father, who had been unsuccessfully presented to Washington as a suitable marshal for the state, had accepted a commission in the army raised for the defense of the western frontier, and was with "Mad" Anthony Wayne in his cunning and vigorous campaign. Major Cass (the father) was left in command at Fort Hamilton (Cincinnati) and retained command until the treaty of Greenville. * * * A few months passed in teaching in an academy seem to have satisfied young Cass that the uneventful life of a schoolmaster was not to his liking. The Major had returned from the new west with glowing accounts of opportunities, and pedagogics were laid aside for the hardships and excitement of pioneering. The family slowly made their way into the Ohio valley. Lewis, with his bundle on his back, plodded over the mountains into the "Old Northwest."

Lewis Cass seems to have settled in Marietta in 1799 and to have begun there his study of the law, in the office of Mr. R. J. Meigs, who was afterward governor of the state of Ohio. Lewis spent a portion of his time on his father's farm in the wilderness. The settlers in the west of after years needed to tell him nothing. He knew their needs, he realized their capacities, he sympathized with their longings. All this appreciation of north-western characteristics moulded his career and increased his usefulness.

Cass came to Detroit as an officer in that army of Ohio volunteers which Hull led to the northwest from Dayton. He was thirty-one years old when he assumed the arduous duties of his new office as governor of Michigan Territory.

Under the peculiar circumstances of location and political environment, Detroit had never been considered, save for the fur trade, as a place of substantial business importance. Its strategic value alone had made the town the bone of contention first between the French and English and later between Great Britain and the newly established American confederacy. But during the Cass administration dawned a broader and brighter era.

At the time the new governor assumed office, Michigan Territory was still struggling under the onus of those unprecedented laws enacted by the governor and judges subsequent to 1806. One of the first concerns of Governor Cass was to repeal the Woodward code and to establish a truly democratic form of government for Detroit. On October 24,

1815, Judges Witherell and Griffin, acting in conjunction with Cass, adopted an enactment recreating the rule of the town trustees. The act provided that the highest municipal authority should be vested in the chairman of the trustees, to be chosen from its numbers by the board, instead of in the mayor. At the election of November 30, 1815, the town board was elected, Solomon Sibley being made chairman and Thomas Rowland secretary. This board held office until the election of its successors, which occurred on the first Monday in May, 1816. Following that date the town elections were held annually. The new town board was formally organized at a meeting held on December 4, 1815, at which time sixteen general regulations were adopted for the government of the community. The last vestige of the British regime was obliterated by the setting aside of the old English laws, some of which were still in force in Detroit. In their stead what was known as the Cass code was ratified and this superseded in their entirety, as well, whatever laws of the Northwest Territory had been applicable in Michigan.

But the planning of the readjustment of the laws of Michigan Territory was not the only problem arising to vex the administration during 1815-16. Aside from the settling of the Indian troubles, Cass, in order to maintain the dignity of his government, became involved in a sharp controversy with the British military authorities who sought, in more than one instance, opportunity for a breach of any good feeling that might otherwise have been possible. As late as 1816 the English openly violated American rights by stopping and searching, at various points on the Great Lakes, Detroit bound vessels. In addition to this, a series of letters in the archives of the state department at Lansing, attest a vigorous correspondence between Cass and Colonel James in command of the British forces, relative to various troubles with the soldiers in Canada. Nine months after the close of the war a British lieutenant and boat's crew entered the United States in search of a deserter from one of the men of war. Several houses were entered and searched, much to the discomfort of their owners. Niles states that the party even policed a section of highway with sentinels and fired on American citizens. The invaders finally found and arrested the deserter, but McLaughlin writes: "Meanwhile the behavior of the party had so exasperated the citizens that they flew to arms and turned the tables on the intruders by arresting the lieutenant and conducting him with due pomp to the fort, while the boat's crew hurried their captive on board their vessel." Colonel Miller gave up jurisdiction in the matter to Governor Cass as the head of the civil authority. Commodore Owen demanded the return of the lieutenant. Cass answered at some length. With only a half starved territory at his back he knew how to resent contempt and neglect for well known principles of law. Instead of complying with the demand for the lieutenant, the man was imprisoned, tried, convicted and fined. The Washington government was then appealed to by the British, but the action of Cass was upheld.

Two of the most important events occurring in 1817 were the establishment of Detroit's first semi-permanent newspaper, the Gazette, and the birth of the University of Michigan. The first issue of the Gazette appeared July 25th, under the management of Sheldon and Reed. Its original home was in what was known as the old Seek house, in the vicinity of Wayne and Atwater streets. Governor Cass encouraged the new journal and was for many years its patron.

Sitting as a legislative body, the governor and judges passed, on August 26th of that year, an act which provided for an appropriation of three hundred and eighty dollars for the establishment of a university. So great was the zeal of the pioneers and so proud were they of this new institution, which was destined to rise and outstrip many of the older centers

of learning in the east, that they were willing to make sacrifices that few can fully appreciate to-day. The act provided for an additional tax of fifteen per cent., and within twenty-nine days of the passage of the act, the corner stone of the university building was laid, the chosen site being on the west side of Bates street, midway between Larned and Congress streets. In addition to several succeeding appropriations for the support of the new institution, individual subscriptions were made by many of the ambitious citizens of the time, and a portion of the relief funds sent to Detroit for the relief of the fire sufferers of 1805, which had never been distributed, was also added to the university fund. Under the original act, which was drawn up by Judge Woodward with all the flourishes of his grandiloquence, the university was to include thirteen professorships and was to be known as the "Catholepistemiad, or University of Michigania."

The youth of the territory were to receive instruction in universal science, to be taught by the president of the university; in "literature, embracing all the sciences relative to language;" in natural history, mathematics, chemistry, natural philosophy, astronomy, ethics, economics, medicine, military science, and in what was termed "intellectual science," which was to embrace the "sciences relative to the minds of animals, to the human mind, spiritual existence, to the Deity and to religion." Before the corner stone had been put into position, before even it had been cut, the thirteen professorships were divided between two men, the president and vice-president of the university, the Rev. John Montieth, the pastor of the protestant church, and the Rev. Gabriel Richard, Roman Catholic priest of the parish of Ste. Anne's, respectively. In 1818 what was known as the "Classical Academy" was established as a part of the university, in charge of H. M. Dickie, and in the summer of the same year James Connor, Oliver Williams and Benjamin Stead were appointed as directors of a "Lancasterian" school, which opened under the tutelage of a Massachusetts man, Lemuel Shattuck. The original university act was superseded, April 30, 1821, by a subsequent act, under which the jurisdiction of the affairs of the university was placed in the hands of the governor of Michigan Territory and a body of twenty trustees. Many names prominent in the early annals of Michigan were associated with the university, which continued at Detroit, with varying fortunes, until its removal to Ann Arbor, its present location, by act of the state legislature, approved March 20, 1837.

Almost as important as the adjustment of the territory's internal civil affairs was the establishment of convenient transportation facilities between Detroit and the settlements in Ohio and Indiana. The only roads of consequence were those forced through the wilderness by the movement of troops and military supplies. The settlement of the territory by eastern immigrants was one of the governor's fondest ambitions, but this could not be realized as long as the territory was inaccessible. Before reliable communication could be established an extensive policy of road building was necessary, but this could not be carried on to advantage until the title to large tracts of land in Michigan, Ohio and Indiana could be legally wrested from the Indians. In 1816, Indiana Territory forced its way into the Union, the new state taking with it a portion of the southwest corner of Michigan. This spurred Michigan to action. The construction of roads was a necessity. Accordingly Duncan McArthur was appointed to co-operate with Cass in affecting additional treaties with the Indians. In 1818 large portions of Ohio and Indiana were ceded by the Indians. In the same year Governor Cass impressed upon the federal government the importance of a road "around the end of Lake Erie, as a highway for commerce and an actual necessity for military movements in case of war." The struggling territory then made an appropriation for

the building of a road between Detroit and Chicago. A passable wagon road was the result.

Important as these measures were, however, August 27th of this year of 1818 brought forth an event of the greatest moment to the town of Detroit. Before the astonished gaze of the populace, nearly all of whom thronged the river front, a strange vessel, sans canvas, sans sweeps, ploughed her way past the islands and up stream towards the city. Whitened foam sprang from her glistening paddlewheels and fiery sparks fell from her stack. She was the "Walk-in-the-Water," the first steamboat to stem the current of the Detroit river, or to plough the waters of the western inland seas. The steamer made regular trips between Buffalo and Detroit and her owners solicited both freight and passenger patronage.

Upon the addition to Michigan during this year, of Wisconsin and a part of Minnesota. Cass sought the establishment of a general assembly for the territory. Of the governor's effort in this respect Andrew C. McLaughlin says, in his life of Lewis Cass: "He adhered with tenacity to the doctrine that the people should have a direct voice in appointments and in other political affairs in the territory. In the spring of 1818 the people were invited to decide by a general vote whether or not to proceed to the semi-representative government permitted by the ordinance. But the lethargic French and others who appreciated the good they had, voted against change. For five years the governor and judges retained their autocratic position, at the end of which time the second form was established."

The changes already wrought in governmental affairs; the re-establishment of the rights of the people, marked the beginning of an era of business development and prosperity. Settlers began to arrive; government land began to be sold; there began to be a demand for reliable banking institutions. To meet this need, the Bank of Michigan, Detroit's second financial institution, was established during this year (1818). The new establishment occupied a building at the corner of Jefferson avenue and Randolph street and numbered among its stockholders Catherine Navarre and Mary Devereaux, and the following prominent citizens of the territory: General Alexander Macomb, Otis Fisher, James Abbott, Stephen Mack, Solomon Sibley, Benjamin Stead, Charles Lanman, DeGarmo Jones, Henry Jackson Hunt, Joseph Campau, Henry B. Brevoort, John R. Williams, Augustus B. Woodward, Andrew G. Whitney, William Woodbridge, James May, Peter Desnoyers, Ebenezer Sibley, John Anderson, John H. Platt, Barnabas Campau, John J. Deming, William Brown, Philip Lecuyer and Abraham Edwards. John R. Williams was made the bank's first president and James McCloskey served as cashier until succeeded by C. C. Trowbridge, who assumed the office only after McCloskey had been dismissed under accusation of having applied a portion of the bank's funds to his own uses.

Earlier in the year plans were laid for the disposition of certain public lands which were ordered placed on sale following the completion of the government surveys. The reports of the government surveyors had been such that a general opinion was disseminated to the effect that most of Michigan was a desolate waste. On this account the federal government altered the allotments formerly made to cover grants to soldiers, by limiting Michigan's quota, offering instead lands in Missouri and other states. Governor Cass had been doing all in his power to promote settlement within the territory and this action on the part of the Washington government promised to greatly retard the realization of the governor's plans. A local organization, known as the Pontiac Land Company, was, however, perfected, two prominent merchants, Mack and Conant, acting as the active promoters. The company included nearly all of the stockholders of the Bank of Michigan, and acquired

a considerable acreage in Oakland county, adjacent to and including the present city of Pontiac. A business directory of Detroit compiled in 1819 shows that there were at that time in the city, "watchmakers, blacksmiths, gunsmiths, carpenters, coopers, cabinet-makers, coach-makers, wheelwrights, tanners, harness and shoe makers, masons, tailors, hatters, printers, painters and bakers." There were sixteen grocers, twenty odd merchants, and eight innkeepers.

On June 9, 1818, the corner stone of the new Ste. Anne's church was laid, Bishop Flaget, of Baltimore, being present at the ceremony. Shortly prior to this time a division had arisen in the parish of Ste. Anne over the removal of the dead from the burial ground, necessitated by the extension of Jefferson avenue, and because of the efforts of Father Gabriel Richard to build a new church. Bitter feeling had forced the issue to an open quarrel. This brought forth a letter from the bishop sharply reprimanding Father Richard's opponents and interdicting the church. Bishop Flaget's visit was made primarily for the purpose of restoring peace in the parish. His party was met at some distance from the city by an escort and following his arrival a reconciliation was soon effected. The congregation consented to the removal of the burial ground and agreed to contribute to a fund for the building of the new church. The bishop "promised to raise the interdict against their church, to permit burials in the cemetery, and to send them a priest once a month. The preliminaries of the reconciliation having been satisfactorily adjusted, the bishop determined to render the ceremony of removing the interdict as public and solemn as possible. Accordingly, on Tuesday the 9th of June, he was conducted to their church in grand procession, the discharge of cannon announcing the approaching ceremony, and the music of the regimental band mingling with that of the choristers. An affecting public reconciliation took place between the schismatics and their pastor, Gabriel Richard, who shed tears of joy on the occasion. A collection of five hundred dollars was taken upon the spot, which the bishop considered a substantial omen of a permanent peace." That the erection of the church was begun at once is evidenced by an advertisement quoted from the Detroit Gazette, of August 19, 1818: "Great Bargain! Offered by Gabriel Richard, rector of Ste. Anne, two hundred hard dollars will be given for twenty toises of long stone, of Stony island, delivered at Detroit on the wharf of Mr. Jacob Smith, or two hundred and forty dollars, if delivered on the church ground. One hundred barrels of lime are wanted immediately. Five shillings will be given per barrel at the river side, and six shillings delivered on the church ground." During the building of the church, Father Richard's shin plasters which he issued in payment for material and labor, were counterfeited so extensively as to threaten ruin for the good father. The culprit who committed the forgery, however, was frightened out of the territory before the authorities could succeed in apprehending him.

While the beginnings of industrial progress were under way in Michigan Territory, the governor was directing much of his attention to the framing of important treaties with the Indians. Serving as Indian commissioner for the territory between the Great Lakes and the Mississippi river, north of Illinois, most of the treaties of the time bear the governor's signature. During 1818 Cass met with the savages at St. Mary's, Ohio, securing at this conference title to a large area for the government. During the next year and in 1821 he secured treaties at Saginaw and Chicago respectively, which transferred to the whites nearly all of the present state of Michigan south of the Grand river. Much of the topography of the lake region was known only in a most general way even at this time, the only information available having been derived from trappers and missionaries. Vague rumors of mineral wealth had long been in circulation. Cass determined to inform himself of the

extent of the territory's resources and asked authority to map the country and to investigate its flora and fauna.

Having secured the desired authority and the services of an officer of engineers, Cass set out for the Lake Superior country, accompanied by Henry R. Schoolcraft who was to conduct the scientific observations. With the expedition went an escort of ten soldiers from the regular army and a corps of interpreters and voyageurs, the party being further augmented upon its arrival at Mackinac. Near the Sault Ste. Marie was a plot of ground which had been ceded to the United States. This, however, had never been occupied by the American government, though the right of the United States to the land had always been observed in the various treaties with the northern tribes. As the Chippewas were still receiving gifts from the British government, much to the concern of the Americans, Cass now determined to take possession of the lands in question, and to effect a treaty with that tribe. On his arrival at the Sault, Cass perceived at once that the Indians were completely under the influence of the English. Decisive measures were necessary. Perhaps the best idea of the courage and precision with which the governor met this and similar difficulties can be gained from McLaughlin's narrative which is based on Schoolcraft's "Summary Narrative" and on the account of Charles C. Trowbridge, who likewise was with the party. McLaughlin says:

The braves, evidently restless and out of humor, assembled to meet the Americans. Arrayed in their best attire, and many of them adorned with British medals, they seated themselves with even more than their wonted solemnity and dignity, and prepared to hear what Governor Cass desired. At first pretending not to know of any French grant, they finally intimated that our government might be permitted to occupy the place if we did not use it as a military station. The governor, perceiving that their independence and boldness verged on impudence and menace, answered decisively that as surely as the rising sun would set, so surely would there be an American garrison sent to that point, whether they received the grant or not. The excitement which had been ready to break forth now displayed itself. The chiefs disputed among themselves, some evidently counselling moderation, others favoring hostilities.

A tall and stately looking chieftain, dressed in a British uniform with epaulets, lost patience with moderation and delay. Striking his spear into the ground, he drew it forth again, and, kicking away the presents that lay scattered about, strode in high dudgeon out of the assembly. * * * The dissatisfied chiefs went directly to their lodges, and in a moment a British flag was flying in the very faces of the little company of white men. The soldiers were at once ordered under arms. Everyone expected an immediate attack for the Indians, greatly outnumbering the Americans, had not disguised their impudence and contempt. In an instant Governor Cass took his resolution. Rejecting the offers of those who volunteered to accompany him, with no weapon in his hands, and only his interpreter beside him, he walked straight to the middle of the Indian camp, tore down the British flag, and trampled it under his feet. Then addressing the astonished and terror-stricken braves, he warned them that two flags could not fly over the same territory, and should they raise any but the American flag, the United States would put its strong foot upon them and crush them. He then turned upon his heel and walked back to his own tent, carrying the British ensign with him. An hour of indecision among the Indians ensued. Their camp was quickly cleared of women and children, an indication that a battle was in immediate prospect.

The Americans, looking to their guns, listened for the war whoop and awaited attack. But the intrepidity of Governor Cass had struck the Indians with amazement. It showed a rare knowledge of Indian character, of which his own companions had not dreamed. Subdued by the boldness and decision of this action, the hostile chiefs forgot their swaggering confidence, and in a few hours signed the treaty which had been offered them.

Following the perfecting of the treaty with the Chippewas, the governor's expedition proceeded to explore and map the Lake Superior region at its leisure, Schoolcraft making careful observations of the mineral resources. After investigating the territory at the head of the Mississippi, the travelers returned home, via Green Bay and Chicago. Cass is credited as having been the first white man to have covered the old Indian trail between Chicago and Detroit. The charts and maps, as well as the other information obtained by this expedition proved later on to be of the utmost value in furthering immigration into the then more remote parts of the territory. In 1820 a regular survey system was adopted which enabled the division of the land into townships and sections, the latter numbering from a north and south meridian, and from an east and west base line.

Owing to the failure of the people to follow the governor's effort to bring about the organization of a territorial legislature, the territory could have no representative in congress. The old ordinance of 1787 was still operative in the northwest and though Michigan had a population sufficient to justify federal representation, the ordinance specifically provided that no such representative could be seated until his territory had advanced to what was called the second form of government, by establishing an assembly. In 1819, however, congress passed an act relieving Michigan of the fulfillment of this requirement.

With the right of federal representation granted, an election was held, in which William Woodbridge, collector of customs and secretary of the territory, defeated Henry Jackson Hunt, Judge Woodward, John R. Williams and James McCloskey. Woodward received but half as many votes as did the third lowest candidate and his defeat evidenced that unpopularity which later led to his enforced retirement from the public affairs of the territory. In the year following his election, Woodbridge was forced to resign his new office by the popular protest that declared against his holding more than one federal position. The election of Solomon Sibley filled Woodbridge's unexpired term, Sibley being succeeded by Father Gabriel Richard, the first Catholic priest to represent a constituency in congress. Father Richard served from 1823 until 1825. In those days there was no civil service and no cavilling about officials mingling in politics.

Sheriff Austin E. Wing and John Biddle, receiver in the land office, were prominent candidates for delegates to congress in 1823. Major Biddle placed the management of his campaign in the hands of Attorney William Fletcher, and Wing entrusted his cause to the vigilance of John Hunt afterward supreme justice. Just as the canvass was well under way the candidates were informed that Father Richard was being boomed as a third candidate by the French residents. At first the idea of a Roman Catholic priest, in charge of a parish, a man whose knowledge of English was limited, and who was not a citizen of the United States, should become a candidate for so important an office, seemed preposterous, but the popular priest gained ground in an alarming fashion.

On June 9, 1823, Father Richard applied for citizenship papers, but Mr. Fletcher, who had just been appointed chief justice of Wayne county by Governor Cass, raised the point that the county court was not the proper tribunal for granting such papers. His colleagues, Judges Witherell and Lecuyer, however, issued the papers on June 28th, and the presiding judge found his political candidate face to face with a dangerous competitor. The first candidates in the field had already subsidized the press. The Gazette utterly ignored the pretensions of Father Richard. The campaign caused great excitement and produced some remarkable ruptures. John R. Williams, a merchant of the town and son of Thomas Williams, a prominent British official, and Celia Campau, sister of the wealthy Joseph Campau, had been reared in the Catholic faith and was a warden of Ste. Anne's. He

had been elected a delegate to the convention and he undertook to head off Father Richard's campaign and to compel him to withdraw from the race. He issued a circular in the French language setting forth the trials and perils of a church deserted by its pastor and calling upon the straying shepherd to return to his flock. Father Richard said he had a perfect right to become a candidate and upon his refusal to withdraw, John R. Williams and his uncle Joseph Campau left the church never to return. They became Free Masons and died full of years, honored and wealthy, but they were apostates and were buried in unconsecrated soil. (Campau had been a Free Mason many years and was treasurer of the Masonic Lodge in 1803.) Then the rival candidates looked about for some means to compel the withdrawal of the priest, and at first they were apparently successful. Three years before this time Francis Labadie had been accused of leaving his wife, Apoline Girardin, in the parish of St. Berthier, Canada. He came to Detroit, became a member of Ste. Anne's, and married Marie Ann Griffard, widow of Louis Dehetre, the ceremony being performed on February 17, 1817. Father Richard, in the discharge of his duty, tried to make Labadie abandon his new wife, and return to his lawful mate, but Labadie refused to obey. Then Father Richard gave three public warnings to Labadie for his contumacy, but without effect, whereupon he formally excommunicated him on July 16, 1817. Labadie took his revenge by bringing suit for defamation of character and employing Lawyer George A. O'Keefe to prosecute the case. Father Richard employed William Woodbridge to defend him. In the winter of 1821 the supreme court rendered a verdict for Labadie in the sum of \$1,116, but Father Richard refused to pay. As the judgment was still hanging over him, and Wing, one of the candidates for congressional delegate, was sheriff, the priest was taken on a writ of execution and locked in jail. This merely served to increase his popularity, for his parishioners now considered him a persecuted man, and the French population rallied to his support. As a final resort the Wing and Biddle factions tried to unite against Father Richard. Both managers were scheming for their personal advantage. Hunt thought that if Biddle would resign the land office to Wing, the latter would be content to retire from the field. Fletcher, it is said, wanted Biddle to promise that if he was elected to congress he would favor the appointment of himself (Fletcher) to the supreme court, then about to be reorganized. Fletcher denied that he had tried to make such a bargain, and in the wrangling that ensued between the managers, Hunt and Fletcher came near meeting on the field of honor. The election occurred on the first Tuesday of September, and the early returns showed that Father Richard was probably elected. The returns were slow in coming in. John P. Sheldon, editor of the Gazette, delayed issuing his paper for three days in the hope that full returns would show a different result, but with the counties of Macomb and St. Clair unreported, the paper came out with the following result: Father Richard, 372; Wing, 286; Biddle, 235; Whitney, 143; McCloskey, 134, and Williams, 41. Subsequent returns did not alter the result, and the notice of election was handed to Father Richard in jail, and he was thereupon released. The defeated factions were very glum over the election, but the French were jubilant. A member of congress cannot be held in jail on a civil process during his term of office, so Sheriff Austin E. Wing unlocked the doors that shut Father Richard from his liberty, and the triumphant priest walked forth to be greeted by his ardent supporters. Major Biddle contested the seat, but the committee on elections allowed his petition to slumber in a pigeon-hole and never investigated it or reported on the subject.

Of the successful candidate's subsequent career much has been written. The authors of Landmarks of Wayne County say: "Father Richard's personality excited much interest in

Washington, as no Catholic priest had ever before been a member of congress. His gaunt, sepulchral figure and face, his attire, which was black throughout, with small clothes, silk stockings, silver shoe buckles, his broken English, his quaint ways and copious use of snuff, attracted much attention. A number of his fellow congressmen talked with him one day, and in answer to questions he said he came there to do his people some good. 'But,' he modestly added, 'I do not see how I can do it; I do not understand legislation; I want to give them good roads if I can.' His hearers then and there said they would aid him, and the result was the law of 1825, making appropriation for a road from Detroit to Chicago. Father Richard died in Detroit September 13, 1832, following a collapse resulting from ministering to the Asiatic-plague sufferers."

CHAPTER XIV.

Important Governmental Changes—Political Discontent—Petition to Congress—Establishing of Governor's Council—New Territorial Judges—Council Holds its First Meeting—Message of Governor Cass—Further Congressional Acts Relative to Michigan Territory—Important Indian Treaties Effected—Completion of the Erie Canal—Internal Improvements in Michigan—Detroit Municipal Government—New Capitol Occupied—Protest Against Formation of Huron Territory—Arrest of Editor of Gazette Arouses Popular Indignation.

Probably no period in the history of the northwest has been productive of broader, more significant and more interesting governmental changes than that between the years 1820 and 1825. With the coming of eastern settlers, and the resultant infusion of the fresh and vigorous political blood of the New England states, the public attention in Detroit during these years began to focus more sharply upon the community's civil needs. It is probable that the history of the United States affords no more striking political anomaly than that which presented itself at this time in Michigan Territory. This was the result of an inevitable collision between the sturdy American ideas of self-government and the Old World belief in the necessity of submission to a preimposed authority. Into a community in which these latter ideas had become thoroughly implanted during the regime of both the early French and that of the later English occupation, came now the sons of Massachusetts, aflame with that zeal for political liberty which was the fruit of the New England town and local governments. These eastern institutions had flourished and waxed strong since the years prior to the Revolution, and now the influences of the most truly democratic government the world has known began to make themselves felt on the edge of the wilderness. Though the newcomers were but the vanguard of that tide of settlers that later flowed into Michigan upon the completion of the Erie canal, they brought with them an influence that not only afforded a stimulus to the dissatisfaction then existing politically in Detroit, but provided fertile ground for the support of the policies of Governor Cass.

There now began a period of gradual but constant withdrawal from previously existing civil standards. The public opinion became ever more firmly united in opposition to any form of government which sought to place the people under officials in whose selection the public had no part. The rule of the governor and judges and the centering in these officials of both judicial and legislative powers now became an absurd impossibility. Woodward and his ally Griffin were still nominally a part of the Michigan government, but they stood for the old and now thoroughly detested regime. As a consequence, each rapidly lost any footing he might even then have had in the public esteem. Sensible of his unpopularity, Woodward absented himself for much of the time, and Griffin, left to stand by himself, made no attempt to press any original legislative ideas upon the public.

As the culmination of the political discontent, a meeting of citizens was called at the council house, on March 11, 1822. Congress was petitioned to divorce the judicial and legislative branches of the government and was asked to "vest the latter in a certain number of our citizens." Again, in October of the same year, a similar meeting was called and a second petition was drafted. Finally, in January of the following year, a statement of

facts was addressed to the judiciary committee of congress. This statement of facts recited at some length the reasons necessitating a new form of government in Michigan Territory. These the Detroit Gazette, under date of January 24, 1823, set forth as follows:

"The legislative board do not meet to do business at the time fixed by their own statutes for that purpose, and they have no known place of meeting; and, when they do meet, no public notice of the time or place is given; and when that can be ascertained by inquiry, they are found sometimes at private rooms or offices, where none have a right, and few except those immediately interested in the passage of the laws have the assurance to intrude themselves, or can find room or seats if they should. Laws are frequently passed and others repealed, which take effect from the date, and vitally affect the rights of the citizens, and are not promulgated or made known to the community, for many months."

This concise arraignment had some weight with the judiciary committee and bore fruit much sooner than the most sanguine citizen had dared to hope. The congressional act of March 3, 1823, provided for the establishment of a governor's council which, with the executive, should form the territorial government. To the people was left the election of eighteen candidates, from whom nine were selected by the president as the governor's councillors. The news of the passage of the new law reached Detroit on March 27th, and though the act did not take effect until the following year, both Woodward and Griffin at once resigned as judges. They were succeeded by Solomon Sibley and John Hunt. The latter was a lawyer who had lived in the territory but four or five years, being a brother-in-law and partner of General Charles Larned, the attorney general. Judge Witherell, who still retained his office, was then made presiding judge of the territory. At about the same time an additional judge, James Duane Doty, was appointed for the northern portion of the territory.

Abraham Edwards was made president, and John P. Sheldon, editor of the Detroit Gazette, was appointed clerk of the newly made council, which held its first meeting June 7, 1824. In his message to the councillors, Governor Cass advocated the completion of Indian treaties under which operations might be carried on for the development of the mineral resources in the north, and the passage of legislation providing for the early establishment of a general system of public schools. No important measures were adopted, however, by the first council. In 1825 congress passed further acts relative to Michigan Territory, under which it was provided that thirteen instead of nine councillors should constitute the local representation. Twenty-six instead of eighteen candidates were allowed, they being proportioned among the counties as follows: Wayne county, eight; Monroe county, six; Oakland county, four; Macomb county, four; St. Clair county, two; and Brown, Crawford and Mackinac counties, two.

A strong influence on public affairs was exerted during all this time by Governor Cass, most of whose attention was directed toward the further completion of Indian treaties, the popularization of government and the advancement of education. In one of his addresses on the latter subject, as reported in the Journal of the Legislative Council of the Territory of Michigan, 1826, he said: "Of all purposes to which a revenue derived from the people can be applied under a government emanating from the people, there is none more interesting in itself, nor more important in its effects, than the maintenance of a public and general course of moral and mental discipline. Many republics have preceded us in the progress of human society; but they have disappeared, leaving behind them little besides the history of their follies and dissensions to serve as a warning to their successors in the career of self government. Unless the foundation of such government is laid in the virtue and intelligence of the community, they must be swept away by the first commotion to which political circum-

stances may give birth. Whenever education is diffused among the people generally, they will appreciate the value of free institutions; and as they have the power, so must they have the will to maintain them. It appears to me that a plan may be devised which will not press too heavily upon the means of the country, and which will insure a competent portion of education to all youth in the territory."

As the constant warfare between the Sacs, Foxes and Sioux Indians to the west was proving itself a source of danger on the frontier, as well as one of trouble to the federal government, Cass, in company with Governor Clark of Missouri, effected important treaties during the summer of 1825, at Prairie du Chien. The following year Cass and Colonel McKenney met the Chippewas at Fond du Lac. In return for annuities for school purposes promised by Governor Cass, the Indians granted the whites permission to locate and mine the valuable minerals of the north.

In 1825 the Michigan government was further popularized by an act of congress which endowed the governor and council with authority to establish townships and arrange for the election of local officials as need arose. Though judicial officials were not at that time included in the provisions for elective selection, they became so at the instance of the governor. Of this example of the executive democracy of Cass, McLaughlin says: "Counties were laid out as rapidly as convenience directed. As the Americans came into the territory in greater numbers, the governor allowed the settlers in each locality to suggest names of persons to be appointed to local offices, and thus practically deprived himself of a prerogative which he might have used for his own ends. He adhered with tenacity to the doctrine that the people should have a direct voice in appointments and other political affairs in the territory."

During the summer of 1825, settlement in Michigan received its greatest impetus as the result of the completion of the Erie canal. This important project marked the beginning of a fever for internal improvement; and this immediately stimulated that immigration which alone could bring about the conquest of the northwest. Indeed, the term "internal improvement" soon came to be the shibboleth of the true pioneer. Such a conjunction of the waters of Lake Erie and her sister lakes with those of the Hudson river and the Atlantic, resulted not alone in a material addition to the population of Detroit and the occupancy of much of the adjacent wild lands; it served as an example which, in later years, led the new state of Michigan into what, for a time, promised to be a most disastrous attempt toward internal improvements of her own. The exodus from the east, which threatened the prosperity of many of the eastern cities, added continuously to the importance and general wealth of Detroit. As the land lying near the center of the city became of greater value, congress surrendered, in 1826, the last of the military reservation that had surrounded Fort Shelby, which stood, it will be remembered, on the present site of the federal building. This area, extending from the line of the Cass farm on the west, easterly to Griswold street, and from a point midway between Jefferson avenue and Larned street, northward to Michigan avenue, had included the old post burial ground. In this had been interred the bodies of those soldiers who died at the fort during the epidemic following the return of the troops from the battle of the Thames, in 1813. The opening of streets through this cemetery and the subsequent improvement of the vicinity led to a mild recurrence of the epidemic, which carried off among its victims the mayor of the city, Henry Jackson Hunt. In May of this year Detroit ceased to be, for the time, a regularly garrisoned post. Two companies of troops stationed at Fort Shelby were ordered to Green Bay and twelve months later the historic fort was razed to the ground. Detroit was organized as a city in 1824, and John R.

Williams became the first mayor. In 1827 a new act of incorporation was passed, and in the same were noted "The mayor, recorder, aldermen, and freemen of the City of Detroit." The municipal officials at this time were made to include mayor, recorder, five aldermen, clerk, marshal, treasurer, supervisor, collector, assessor, and three constables. Shortly after this, two more aldermen were added to the city council, and work was begun for the improvement of the river front and the completion of a sewage system. The public schools, which had hitherto been under the supervision of the governor and university trustees, were now given into the charge of the various local township governments.

Following the delivery of an impressive address presented by the president of the legislative council, that body formally occupied for the first time the new capitol building on May 5, 1828. This edifice, an imposing one for those days, was located on the present Capitol Park, then the head of Griswold street. Twenty-two years of procrastination and necessitated delays were required before this building could be completed. After the fire of 1805, and the laying out of the town lots and the "ten thousand acre tract," the governor and judges passed an act providing for the appropriation of a portion of the proceeds from the sale of the town lots, for the erection of a court house and jail. Shortly afterward twenty thousand dollars were appropriated for the completion of the court house, which was to be located "in the center of the Grand Circus." The next step was the act of 1815, repealing that providing for the Grand Circus location, and favoring instead a site at the head of Griswold street. In 1823 it occurred to the progressive citizens that plans must be selected and a contract let before the capitol could become a reality. After some confusion over bids, the governor and judges selected D. C. McKinstry, Thomas Palmer and Degarmo Jones as the contractors, agreeing on an estimate of twenty-one thousand dollars for the completion of the building. The laying of the corner stone was accomplished with much ceremony on September 23, 1823.

In those days the financing of a public improvement of such magnitude was not accomplished without some difficulties. These were somewhat mitigated by the issuing, on the part of the governor and judges, of scrip which, it was originally planned, should be redeemed with moneys received from land sales. In 1828, however, the council authorized the endorsement of the scrip by the territorial government.

In 1828 and 1829 there occurred two events which, though they did not result in vital concern, nevertheless, roused the public feeling almost to fever heat. In 1828 an act was introduced in congress suggesting the segregation of a portion of the Lake Superior country and the addition of such area, with a part of Wisconsin, to form a new territory, to be called Huron. Naturally this measure met with the instant disapproval of the citizens of Detroit and lower Michigan. Speeches were made and a popular meeting was called for the expression of a formal protest. Every public-spirited man of the times entered so heartily into the objection that the proposal wilted soon after its inception, and the rich northern section was saved to Michigan. Early in the following year John P. Sheldon, editor of the Gazette, became the hero of a popular demonstration against the administration of the authority of the supreme court of the territory. In this the acts of the judges were severely attacked. In decrying a decision of the court in the case of a man on trial for the larceny of a watch, the Gazette said editorially: "Many a poor, plodding attorney in the states, when he shall read the above decision of the supreme court of Michigan, will kick his Blackstone out of his office and acknowledge himself a nincom." The dignity of the court could suffer no such discourtesy, and Sheldon was immediately ordered arrested for his presumption and contempt. Upon his refusal to pay a fine of one hundred dollars assessed

against him by the court's verdict, he was promptly thrown into jail. This action so greatly angered the public that a storm of popular wrath was soon bursting about the heads of the unfortunate judiciary. A public meeting was held at which a subscription was started for the securing of a fund sufficient to meet Sheldon's fine, and as soon as the money was thus raised a representation of prominent citizens gave a dinner at the jail in honor of the imprisoned editor. Nearly every one present responded to toasts in which the court was made the butt of the general disgust, expressed in no uncertain terms of frontier wit. Sheldon's sympathizers escorted him to his home in state and the judges were driven to the necessity of meeting the public disfavor with an elaborate pamphlet, in which was set forth the court's detailed defense.

CHAPTER XV.

Porter Succeeds Cass as Governor—Cholera Epidemic in Detroit—Black Hawk War—Stevens T. Mason Appointed Secretary of the Territory—Cholera Epidemic of 1834—Mason Becomes Acting Governor of the Territory—Steps Toward Statehood—Constitutional Convention—Boundary Dispute Between Michigan and Ohio—The Toledo War—Horner Serves Brief Term as Acting Governor—Election of 1835—Michigan Admitted to the Union—Mason First Governor—Supreme and Chancery Courts of the New State.

Upon his appointment, in 1831, as secretary of war in the cabinet of President Jackson, Lewis Cass was succeeded as governor of Michigan Territory by a leading Pennsylvania politician of the day, George B. Porter. But two events of importance obtrude themselves in the Porter administration,—the bringing into prominence of Stevens T. Mason, the first governor of the state of Michigan, and the outbreak of the Black Hawk war. Though this short conflict, which resulted from the uprising of the western Indians under Chief Black Hawk, in Wisconsin, did not directly affect Detroit, indirectly it brought about much distress to the citizens and much loss of life. In July the steamer "Henry Clay," having on board a detachment of troops en route to the front, touched at Detroit, and on the following day one of the soldiers fell victim to cholera. Some little concern had been felt for the public health during the summer months prior to the death of the unfortunate soldier, and as soon as his fate became noised about the city, the vessel was immediately ordered away. She proceeded upstream as far as Belle Isle and later to Fort Gratiot, at Port Huron. Here she was forced to stop by the general outbreak of the dread disease among the troops. Those who had not already been struck down, made their way back to Detroit, where they attempted to re-embark on board the steamer "William Penn." But again they were forced ashore. Quickly the plague spread among the citizens, and those who were able fled from the city. By the residents of the smaller surrounding towns a strict quarantine was maintained against all who came from Detroit, and even the bridges and roads were destroyed or blockaded. Armed patrols guarded the roads outside Pontiac; and mail coaches were held up for examination of passengers, all of whom were fleeing from the stricken city. Emergency hospitals were established in the capitol and other buildings, and in these Father Richard, priest of the parish of Ste. Anne's, and other devoted nurses worked day and night in a warfare against the scourge, to which they, too, finally succumbed. Despite the efforts of the priest, his friends and the health officers, nearly one hundred lives were sacrificed before the disease had run its course. The epidemic lasted from July 4, 1832, until the middle of the following month. At the time of the epidemic of cholera many of the citizens of Detroit were absent at Chicago, under John R. Williams, for the purpose of aiding in the protection of that village against Black Hawk and his warriors.

During the year prior to the resignation of Governor Cass, who became secretary of war in 1831, the president appointed as secretary of the territory of Michigan, John T. Mason, a member of a Virginia family prominent in the political and official history of the United States. His son, Stevens Thomson Mason, destined to become one of Michigan's most brilliant men, had been born in Virginia during the memorable year of 1812. The father served

as secretary of the territory until the appointment of Governor Porter, at which time he resigned, after bringing sufficient pressure to bear at Washington to insure the appointment of his son as his successor. The political ambitions of many of the older families of Detroit easily matched those of the Mason family, and this appointment of a comparative stranger over the heads of several older aspirants met with an almost general objection. This was raised to white heat by the discovery of the fact that the young secretary had not yet attained legal manhood. Meetings were held in several places in the territory to bring sufficient public sentiment to bear to prevent the realization of the Mason ambitions, and a commission was named to investigate the age of the younger Mason. It was discovered that in case of the illness, absence or death of the governor, the affairs of the territory would be left in the hands of a "mere stripling." Before effective demands for the resignation of the young secretary could be formally placed before the president, however, John Mason, the father, was enabled to take advantage of an opportunity for ameliorating the public sentiment. This afforded itself, so tradition has it, at a farewell dinner given by former Governor Cass. On this occasion the elder Mason made so pathetic an appeal for a fair trial of his son that many of the family's bitterest opponents were completely won over. Though there still remained a strong undercurrent of feeling against the son, he assumed the duties of his office and soon proved himself to be a man of resource and ability.

In 1834 the cholera again broke out in Detroit; this time with increased severity. Beginning with August and continuing through that month and the next, the streets were daily filled with funeral processions; many of the city's most prominent residents, including Governor Porter, were taken off. Throughout these trying days the young secretary of the territory, the mayor of the city, C. C. Trowbridge, Father Martin Kundig, a Catholic priest, and many volunteers worked untiringly to save or ease the sufferings of the afflicted.

Upon the death of Governor Porter, Mason became acting governor of the territory. During the time subsequent to his appointment as secretary he had made many friends even among those who had at first sought his removal. Now these former opponents sought to have Mason made governor by presidential appointment, but President Jackson turned a deaf ear to all such suggestions. Instead of acceding to the popular demand, he attempted to thrust Henry D. Gilpin upon the people of the territory as their executive head. Jackson's desires were, however, frustrated by the action of the Mason family, who were of sufficient political importance to induce many senators to disapprove the president's selection.

A census of the territory taken in the fall of 1834 gave Michigan a population of 87,273, of which nearly 5,000 were residents of Detroit.

With a population exceeding, by about twenty-five thousand, that legally entitling Michigan to become a state, the people now began to look toward placing the commonwealth on a footing equal to that of her older sisters in the federal union. The first definite step in this direction was taken in May, 1835, when a constitutional convention was held at Detroit. This body framed a constitution which gave the right of franchise to all residents of the territory who should have attained legal age whenever the constitution became effective, and provided for an election to be held on the first Monday in October, 1835. At this election the people were to select a governor and lieutenant governor, a state legislature and a representative in congress. During the same year, however, an event that for a time threatened to embroil the territory in a war with Ohio, diverted all efforts towards statehood.

The Ohio trouble, known as the Toledo war, was occasioned by a boundary dispute between Michigan Territory and her southern neighbor. Under the ordinance of 1787, provi-

sion was made for the division of the Northwest Territory into either three or five states. The ordinance stipulated that if five states were to be created, the three states on the south were to be divided from those to the north by a line drawn eastward from the southerly extremity of Lake Michigan, and extending to the line of the Northwest Territory in Lake Erie. When Ohio was admitted to the Union, however, the constitution which was accepted by congress contained a provision which stipulated that in case this line should not pass as far north as the northerly cape of the Maumee bay, then a line extending easterly from the foot of Lake Michigan to the north cape of Maumee bay, should serve as the northern boundary of the state. When Michigan Territory was cut off from Indiana, the residents in the territory later in dispute preferred to be governed under the Michigan laws, which were accordingly extended to cover the area. The disputed territory consisted of a strip of land, about eight miles in width, which lay between two lines of survey,—one known as the Fulton and the other as the Harris line.

In 1833 an Ohio senator brought the question of establishing a definite boundary between Ohio and Michigan before the Ohio legislature, but nothing was accomplished further than the passage of a resolution asking congress to determine the difficulty. In 1835 the matter came before congress and John Quincy Adams made an elaborate report against the claim of Ohio. Following this, the Ohioans petitioned their legislature asking for an extension of the laws of Ohio over the territory in dispute. On the passage of an act granting the prayer of the petitioners, the disputed area was added, by the Ohio legislature, to the Ohio counties of Wood, Henry and Williams. This occasioned a counter-action on the part of Michigan. A double set of officers were created at the spring election, and war became inevitable. The Michigan sympathizers living in the trouble zone formed a posse which, under the direction of their sheriff, carried off some of the would-be citizens of Ohio to Monroe. Under advices from Acting Governor Mason, the Michigan legislative assembly made a ruling which prevented any official from assuming or carrying out the duties of any local office unless commissioned to do so either by congress or the territorial council. This action was ignored by Governor Lucas of Ohio, who directed the officials elected at the Ohio elections to serve without regard to the authority of the Michigan council. Lucas further attempted to survey the boundary in accordance with the Ohio ideas, but the Michigan citizens managed to assemble in sufficient force to swoop down upon the surveying parties and arrest them as often as they trespassed on land claimed by the territory.

The Michigan militia, under General Joseph Brown, were ordered to hold themselves in readiness for immediate mobilization by Governor Mason and an appropriation was made to cover the expenses of a campaign against the Ohioans, in case a decisive movement should prove necessary. Ohio at once took similar steps. With the two armed commonwealths facing each other and each waiting only some overt act on the part of the other to precipitate a bloody encounter, it was thought best at Washington to dispatch to the west two peace advocates, in the hope of bringing about a peaceful compromise. Accordingly, Richard Rush of Pennsylvania, and Colonel Howard, of Maryland, appeared in the role of ambassadors, armed with full powers for the completion of amicable negotiations with the belligerents. As the Ohioans were fighting mainly to save for themselves a port on Maumee Bay, the state legislature had passed an act creating Lucas county, of which Toledo is the principal city, and ordering the assembling of a county court at that place. The surveying commissions were still active and it was against them that Michigan vented her wrath for what her citizens considered the last straw of presumption. The surveyors were fired upon and several taken prisoners.

Governor Mason was determined to prevent if possible the convening of the Lucas county court. With a force of about one thousand men, he entered Toledo and formally took possession of the town. Governor Lucas had assembled a small force of Ohio militia at Maumee, but was powerless to move against so imposing a command as that from Michigan. Stealthily stealing into Toledo with the judge and court officers, Lucas proceeded to open court as provided by the legislative act. The session was immediately adjourned, the Michigan men being unaware of the strategy until the following day. The dispute was finally settled at the next session of congress, Ohio being given title to the disputed territory, and Michigan being granted the invaluable lands of the upper peninsula, and also her statehood.

In the meantime Jackson had appointed John S. Horner, of Philadelphia, as secretary and acting governor of Michigan Territory, to succeed Mason. Horner was commissioned early in September but served less than thirty days. Shortly after his appointment the new acting governor addressed the citizens of Detroit, relative to his ideas of the needs of the territory. Unfortunately for the man, his suggestions met with instant disapproval. This, coupled with the fact that his appointment over Mason was resented by almost every citizen in the territory, made Horner's position most disagreeable. Following his address, the citizens passed the following resolution, in which their views were expressed with painful frankness: "Resolved: That if our present secretary of the territory should find it beyond his control, either from the nature of his instructions, his feelings of tenderness towards those who have for a long period of time set at defiance as well the laws of the territory as those of the United States, or any feeling of delicacy toward the executive of a neighboring state, who has in vain endeavored to take forcible possession of a part of our territory, to enable him to properly carry into effect the exacting laws of this territory, it is to be hoped he will relinquish the duties of his office and return to the land of his nativity."

In accordance with the provisions made by the first constitutional convention, an election was held in Detroit on the first Monday in October, 1835. Stevens T. Mason was elected governor; Edward Munday, lieutenant governor; and Isaac E. Crary, congressman. The legislature met in November and took action preparatory to the admission of the territory into the Union. As the first draft of the constitution extended the right of franchise very liberally and included provisions prohibiting slavery, the question of admitting the aspiring territory was hotly debated at Washington, many of the southerners objecting to Michigan's slavery ideas. Finally it was decided to accept the territory's constitution, on condition that Michigan surrender her claims in the Toledo dispute and accept in lieu of the eight-mile-wide strip on the southern border, the entire northern peninsula. It was decided at Washington that the territory could not hope for admission until a convention of delegates had acceded to these conditions.

When this became known, the legislature issued a call for the election of delegates to a convention to be held on the last Monday in November, 1836, at Ann Arbor. The convention so elected promptly refused to accept the terms of the Washington government, and adjourned. So bitter had been the feeling over the Ohio dispute, that the general consensus of opinion in the territory agreed at first with the decision of the Ann Arbor convention. But as the citizens began to consider more coolly what it meant to Michigan to be deprived of her rights as a state, and as information as to the value of the mineral lands in the north became more widely disseminated as a result of the Schoolcraft-Houghton exploring expedition, a sharp division of sentiment took place. Those in favor of the acceptance of the imposed terms held conventions, in Wayne and Washtenaw counties, at which resolutions were

passed demanding a reconsideration of the issue at another convention. Though Governor Mason expressed strong pro-acceptance tendencies, not much importance was attached to the proposal for the additional convention by the opposition. The result was that, for the most part, only the supporters of the new movement were active in the election of delegates. This made the convention, held at Ann Arbor, December 14, 1836, almost unanimously in favor of statehood, under the congressional provisions. Forty-two days after the last Ann Arbor convention, Michigan was admitted to the Union as the twenty-sixth state. Congress further enacted that the state should be recognized as having existed from and after the election of 1835, at which the state officers had been chosen.

The history of the state supreme court dates from the assumption of the office of chief justice by William A. Fletcher in the year prior to the admission of the state. Of the organization of the court George Irving Reed has written: "The constitution, which became operative upon the admission of the state, provided for the division of the state into three circuits and the appointment of three judges of the supreme court, each to hold court in the several counties of his circuit, and all of whom should sit together as a court in banc, to consider and determine appeals. The powers of these judges in circuit were restricted and their labors correspondingly reduced by a provision in the constitution for a separate court of chancery. To this court was granted exclusive primary jurisdiction of all chancery cases, with the right of appeal from the chancery to the supreme court. The judges were appointed by the governor and confirmed by the senate, for a term of seven years." The first supreme court was composed of William A. Fletcher, chief justice, George Morrell and Epaphroditus Ransom, associate justices. The circuit assigned to the chief justice comprised the counties of Monroe, Lenawee, Hillsdale, Jackson, Washtenaw, Oakland and Saginaw; that assigned to Judge Morrell comprised Wayne, St. Clair, Lapeer, Michillimackinac and Chippewa. As under the territorial system, two assistants were chosen for each county, who were not necessarily lawyers and whose presence on the bench was not essential to the validity of a proceeding; they were elected for a term of four years. The supreme court was a peripatetic body under the constitution, holding one term each year in Wayne, Washtenaw and Kalamazoo counties. Of Judge Fletcher's career the author continues: "Chief Justice Fletcher came to Michigan several years before the organization of the state government, as one of the commissioners for that purpose. He rendered valuable service in preparing the compilation of territorial laws known as the code of 1827, and the first revision of the statutes of the state, known as the revised statutes, 1838, was prepared by him and under his supervision. He was a man of commanding presence, a good lawyer and an able judge."

The early history of the chancery court has been outlined by former Governor Alpheus Felch, in a paper read before the Michigan Historical Society, to this effect: The Michigan court of chancery was established and the office of chancellor created, by act of the legislature approved March 26, 1836. This act was amended in July of the same year, and the year following both statutes were repealed and a new law continuing the independent court of chancery, with more specific provisions as to its powers and jurisdiction, was enacted. By this statute the powers and jurisdiction were made coexistent with the powers and jurisdiction of the court of chancery in England, with the exceptions, additions and limitations created and imposed by the constitution and laws of the state. * * * The state was divided into three circuits, afterward increased to five, in each of which two terms were to be held annually, and an appeal was given from the decrees of the chancellor to the supreme court of the state. In July, 1836, Elon Farnsworth received the appointment of

chancellor, and soon afterward the court of chancery was organized and the exercise of its functions was commenced.

From the time of the British evacuation until Michigan was admitted to the Union, Detroit and the territory were under the authority of the following governors and military commandants: 1787-1800, General Arthur St. Clair, governor Northwest Territory; 1800-1805, General William Henry Harrison, governor Indiana Territory; 1805-1812, General William Hull, governor Michigan Territory; 1812-1813, General Procter, British commandant; 1813-1831, Lewis Cass, governor and military commander; 1831-1835, Stevens T. Mason, secretary and acting governor; 1835-1835, John S. Horner, secretary and acting governor; 1835, until and after admission, Stevens T. Mason, governor.

CHAPTER XVI.

Internal Improvements—Commissioners Appointed—Influx of Settlers from the East—Purchase by the State of the Detroit & St. Joseph Railroad—Clinton and Kalamazoo Canal—Famous Five Million Dollar Loan Approved—Placing of the State's Bonds—Grave Financial Situation of the New State—Canal Projects Abandoned.

Scarcely had the new state been created and the craze for land speculation reached its height, when a mania for what was then glibly termed "internal improvement" took possession of the hearts of the early state builders. In his first message to the general assembly of the state, Governor Stevens T. Mason, thoroughly imbued with that spirit of proud enthusiasm and ambitious energy which made him for the time the idol of the pioneers, suggested that an act be passed providing for the appointment of a "board of internal-improvement commissioners whose duty it should be to ascertain the proper objects of improvement in relation to navigable rivers, roads and canals." On March 21, 1837, such an act was approved by the young legislature and on the same day Governor Mason named such a board, consisting of the following men: James B. Hunt, Hart L. Stewart, John M. Barbour, David C. McKinstry, Gardiner D. Williams, Levi S. Humphrey and Justin M. Burdick.

Just at this time a fever of immigration swept over the eastern states, fanned by the reports of the fair lands in Michigan and the fortunes awaiting the hand of those with sufficient courage and resolution to grasp them. A stream of settlers poured into the country, coming mostly from New York via the then new Hudson River railroad and the Erie canal as far as Buffalo, and from that point to Detroit by way of the lakes. Young men they were, accompanied by courageous wives, fearing to undertake nothing and nerved to the struggle of overcoming the mighty forests. The true zeal of the pioneer was theirs, and all had but one aim,—the speedy creation of a great and prosperous commonwealth, that influence, honor and wealth might be wrought from the wilderness for their children. On the journey "out," all had seen the beneficent effects of the Erie canal and the railroads, and readily enough they responded to the suggestion of Governor Mason. The whole population was intent upon the realization of an ideal, but so great was the spirit of impatience that none was content to wait for the steady, healthful growth which had characterized the development of the mother states. Important measures, involving far-reaching projects whose magnitude would cause the men of to-day to hesitate, were carried through with a swing and a rush on the crest of the wave of popular hope. Surveying crews were mustered and hurled against the walls of the almost impenetrable wilderness with indomitable faith and courage. Lines were run and estimates made with only the thought of the great results anticipated in view. All were conversant with the revolution brought about by the gradual improvements effected in the east, and it was clear to every pioneer that if the Erie canal had been so efficient in the bringing of settlement and civilization to the west, then several canals across the lower peninsula were all that was needed in the way of allies for the redemption of their state.

So great was the enthusiasm that the internal improvement commissioners, appointed in March, met in Detroit on the 1st of May and formally organized for the execution of their work. One of their first acts was the purchase of the "chartered rights, privileges and

franchises" of the Detroit & St. Joseph Railroad, for it was intended that the new state should own and control its public utilities. Early in 1838 the board reported that the engineers in charge of the survey of "a canal part of the way and railroad the balance of the route, commencing at or near Mount Clemens, on the Clinton river, to terminate at or near the mouth of the Kalamazoo river" (the line of the Clinton and Kalamazoo canal), had found the project to be perfectly feasible, the character of the soil and the abundance of available water leaving no doubt of the practicability of the enterprise.

The work as outlined by the improvement board on the Clinton and Kalamazoo canal, as well as the additional canals, river improvements, wagon and rail roads throughout the state, required the expenditure of what were in those days of simple individual needs and resources, stupendous fortunes. The legislature memorialized congress in an attempt to secure the setting aside of five hundred thousand acres of public lands for the benefit of the improvement fund, and the famous and disastrous five million dollar loan was approved. In all, three hundred and five thousand dollars was appropriated for the work on the Clinton canal, and in July, 1838, with the pomp of a parade and the ceremony of a dinner attended by the governor and a party of distinguished guests, ground was broken on the banks of the Clinton river at Mount Clemens and the hope of the pioneers was launched under the most favorable circumstances.

At daybreak a gun was fired announcing to the inhabitants the dawn of the great day, a day, it was then thought, destined to be remembered as one of the proudest the people of the state would ever behold. After predicting the glorious results which could but follow the completion of the canal, Governor Mason turned the first shovelful of earth, little realizing that the zeal of achievement had blinded the eyes of all to the real obstacles about to be encountered. Since that time, later events have been ascribed to an ill omen which occurred during the ceremony. In loading the first wheelbarrow of earth so little attention was given to that vehicle's capacity that, when it was dumped, the frail structure went to pieces, its fate being considered by many as prophetic of that of the canal.

To provide funds for the carrying out of the canal project and the other then colossal undertakings, the governor approved an act on March 21, 1837, authorizing the loan of "a sum not to exceed five million dollars," and as soon as the state's bonds securing this amount had been prepared in New York, he left for the east for the purpose of personally closing the deal for the securing of the money. Prior to this time the financial measures which had been adopted by the "wildcat" banks, and the stories of Michigan "town-site" speculation which had been heralded abroad, had so tended to the detriment of the new state's reputation for stability, as well as that of her people, as to make any successful exploitation well nigh impossible. Added to this, it must be remembered, very little of a reliable nature was known of the state's resources. Its government was entirely new, its organization was characterized by no little instability, and its vast mineral riches were known to none. So extensive had the prejudice against the state become that scarcely had the enthusiastic young governor reached New York when he began to realize that a much more difficult task awaited him there than that of arousing the sympathetic concordance with his own people at home had been. The difficulty of even partially imbuing the hard-headed financiers with the glowing possibilities of Michigan's internal improvements became at once apparent.

In his efforts to place the state's bonds, Governor Mason fell in with the Morris Canal & Banking Company, a New Jersey concern with headquarters in New York. The meeting was destined to prove itself the rock on which were to be wrecked not only the fair hopes of the earnest pioneers, but the political future and life of their idolized governor as well.

The immediate result of this meeting was the closing of a contract between the Michigan government and the banking company, in which the latter was made the state's agent for the floating of the five million dollars in bonds. For this service the company was to receive a commission of two and one-half per cent, with the understanding that if the bonds were sold above par the company was to receive as a bonus one-half of such premium up to one hundred and five. If the bonds sold above one hundred and five, the state agreed to allow the company the excess above that point as an additional premium. Bonds to the extent of one million three hundred thousand dollars were then turned over to the company upon its agreement to place one-fourth of their par value to the immediate credit of the state in cash and to hold the balance available as needed, subject to the governor's order. The remaining three million seven hundred thousand dollars was to be paid in quarterly installments at the rate of one million a year, after July 1, 1839.

This arrangement would no doubt have given the state the construction funds as rapidly as they were needed, but unfortunately little regard was given to the fact that the state would be paying out interest at the rate of six per cent on five million dollars long before all of the money was actually received.

The senate and house documents for the year 1839 show that after the closing of the above contract further changes were made in the arrangement of the negotiations, which afterward turned out to be even more embarrassing. The banking company's notes were to be taken in payment for the first installment of bonds, in lieu of cash. Then, as an additional change, it was finally decided that the state would be content with ninety-day drafts on the company, instead of its notes. Later on, in the same year, the remaining portion of the five million dollar bond issue was turned over to the company without security other than the company's obligation for one-fourth of the amount and the understanding that the United States Bank, a Pennsylvania corporation, would undertake to float the rest.

In justification of the course followed by Governor Mason in connection with the placing of this loan, the conditions of the times and the peculiar financial exigencies then existing must be considered. To his scheme of financiering is attributed directly the downfall and ultimate failure of many of the projects he so earnestly endeavored to further, including that of the Clinton and Kalamazoo canal. The governor's faith in Michigan's future and his ready belief in the honesty of the men with whom he was associated tend to explain the anxious desire on the part of the banking company to be of assistance, which was manifest in the way it took advantage of every circumstance favorable to itself in the promotion of the hopes of the fledgling state.

In 1838 an appropriation was made by the legislature of two hundred and five thousand dollars for work on the Clinton and Kalamazoo canal, and in the following year an act was passed authorizing the payment of sixty thousand dollars for the same purpose, "out of any moneys that shall hereafter come into the treasury of this state, to the credit of the fund for internal improvement."

Following the final location of the canal route and the elaborate ceremonies attendant upon the initiation of its construction, agents of the improvement board were sent along the route securing, as the needs demanded, rights of way, and grants of other necessary privileges. The ease with which these were acquired demonstrates clearly the popularity of the project, most of the land necessary being freely donated by the pioneers. Public opinion had been so thoroughly roused to the benefits of a canal that none seemed to stop to consider the possibility of the failure of the commissioners to meet promptly their payment to the laborers, most of whom, we are told, were Irishmen. The "wildcat" banks had accustomed everyone to the acceptance of script, instead of specie, in the satisfaction of financial

obligations, so that the commissioners experienced little difficulty, if any, in settling with the canal diggers on the same basis.

The absence of specie payments on the canal work began, however, to make itself insidiously felt, and as the pioneers became conscious of the realization, slowly bursting upon them, that sudden riches could not be attained by borrowing any more than railroads could be built by the mere granting of a charter from the state, or flourishing cities could arise from the platting of a beautiful map, their enthusiasm began to wane. Only a slight majority, attributed at the time to the votes of the public-improvement laborers, saved the last campaign of the governor from ending in defeat, so great was the disappointment at his failure to realize cash on the five million dollar loan. To the state at large the improvement projects became less and less the topic of all-absorbing interest. The "hard times of 1838 and 1839" became a matter of vital concern. Specie payments even in the east were discontinued, and, to add to the general spirit of gloom, announcement was made that the Morris Canal & Banking Company had defaulted in its payments to the improvement commissioners. The United States Bank also became so involved as to be forced to discontinue payment, and absolute ruin confronted every honest man in Michigan. The state script became subject to a heavy discount and was found to be available for little else than the payment of taxes or the settling of minor obligations to the state.

The scarcity of money and the necessity of battling for the satisfaction of individual needs were important factors in the reversal of sentiment as related to internal improvement and did much in bringing about a complete change of front on the part of the administration. Strict economy was urged in every department of the government, and finally, upon the inauguration of Governor William Woodbridge, it was suggested that "the committee on internal improvement be instructed to inquire into the expediency of bringing a bill to repeal the act to provide for the further construction of certain works." In 1840 such an act was approved, except in so far as it related to the completion of the Central and Southern Railroads, then partially under operation.

The railroads were soon discovered to far exceed in efficiency even the highest hopes of the canal enthusiasts, and thus passed the most roseate dream of Michigan's vanguard of progress into the shades of pathetic oblivion.

CHAPTER XVII.

Geological Survey of the State—Houghton Appointed State Geologist—Early Railroads—Railway Stations in Detroit—The Milwaukee Railroad—Progress of the Michigan Central and Sale of the Road in 1846—Great Western Railway—First Train from the East—Climax of the Railroad Conspiracy—Destruction of Michigan Central Properties—Patriot War in Canada—Border States Support the Patriots—Proclamation by President Van Buren—Mass Meeting of Detroit Sympathizers—Capture of the Ship "Ann"—General Scott Comes to Detroit to Police the Frontier—Skirmishes Along the Detroit River.

Following Governor Mason's second campaign for the governorship, in which he defeated C. C. Trowbridge and in which Edward S. Munday was chosen as lieutenant governor over Daniel S. Bacon, a geological survey of the state was made. This was provided for by an act of the legislature, under which Dr. Douglass Houghton was appointed state geologist. As a result of his investigations and those of his assistants much timely information concerning the resources of the state was secured for the benefit of the eastern settlers who, passing generally through Detroit, were rapidly settling and developing the country. At this time, 1837, the craze for internal improvement was at its height. While the canals were being surveyed, lines were also being run and grubbing was in progress along the rights of way of several lines of railroad. Contracts were let for the building of the line of the Detroit and Pontiac railroad in the spring of 1836. The original company formed to build this line had been incorporated as early as 1830 and again incorporated under the terms of a reorganization in 1834. A year later this last corporation was given authority to establish what was known as the Bank of Pontiac, which it was thought would facilitate the financing of the enterprise. Only after the state had loaned the company one hundred thousand dollars in 1838, however, was any part of the line in operation. During this year the track—the timber and strap-iron affair characteristic of all the early roads—reached Royal Oak. A year later Birmingham was reached, but not until four years later were trains run into Pontiac.

Before the Pontiac line had arrived at Birmingham, cars were being run between Detroit and Dearborn over the Michigan Central. This line was originally promoted as the Detroit & St. Joseph Railroad and had been incorporated two years after the Pontiac company had received its first charter. Its exploitation was so skillfully handled that a government engineer was detailed by the war department to complete the initial surveys and later the company was granted banking privileges at Ypsilanti and was assisted by stock subscriptions to the extent of fifty thousand dollars by the city of Detroit. In 1837 the state purchased the line and placed its control in the hands of the board of internal improvement. At this time the name Michigan Central was substituted for the original Detroit & St. Joseph. At first these lines were operated by horse power, but the crowning glory of early transportation achievements was left to the Erie & Kalamazoo, which introduced a real steam locomotive as early as 1837. This line, chartered in 1833, to extend from Toledo into Michigan, reached Adrian in 1836. Of it the authors of "Landmarks" say: "A law was passed establishing the Michigan Southern Railroad, which was intended to be fostered by the state,

and a perpetual lease of the Toledo and Adrian line was obtained. Another line was built from Monroe to Adrian with the idea of making the road a connecting link between the two most southerly Michigan ports—Monroe, on Lake Erie, and New Buffalo, on Lake Michigan. After spending about one million dollars on the construction of the line the state debt became burdensome and, the credit of the commonwealth being at a very low ebb, the road was sold in 1846 to a corporation for five hundred thousand dollars. The purchasing company concluded to make the western terminus at Chicago, instead of at New Buffalo or some other Michigan port."

As the people of Detroit and of Michigan generally were anxious to promote in every way the interests of the new railroads the companies entering Detroit were granted every privilege. The Pontiac line was allowed to run its cars down Dequindre street and the Gratiot road to a station situated near the present site of the Detroit Opera House, while the Michigan Central Company was granted the use of the Chicago road, Michigan avenue, and a station site on the southeast corner of Michigan avenue and Griswold street, on the present city hall site. The Pontiac company, however, made itself objectionable to Gratiot avenue property owners by neglecting to make passabe that part of Gratiot not occupied by its tracks. After several orders of the council directing the company to remedy the evil had been ignored, the citizens took the matter into their own hands and initiated a series of night attacks in which the company's track was torn up. Guards and the arrest of the belligerent citizens brought the company no relief. Finally ground on the river front was purchased and the line was extended across Jefferson avenue to the Brush street station, which was first used in 1852.

Prior to 1855 a company had been incorporated for the purpose of building a railroad from Pontiac to a point on Lake Michigan. This was called the Oakland and Ottawa line. Early in the above year the legislature granted authority for the combination of the Detroit and Pontiac line with the Oakland and Ottawa road, the two properties to be known as the Detroit & Milwaukee Railroad. Grand Haven was selected as the objective point on Lake Michigan and in 1858 the line was completed to that place, passing Owosso and Ionia. In the following year two transports were put into operation between Grand Haven and Milwaukee, thus opening through transportation between Detroit and the latter city. Both parties to the consolidation were heavily involved financially at the time the combination was effected and as a result of the non-payment of mortgages given for construction the entire property was later sold to the Great Western Railroad Company which was in turn subsequently absorbed by the Grand Trunk.

In the meantime the Michigan Central had been steadily pushing its rails westward. An elaborate entertainment was given Governor Mason and a party of distinguished guests from Detroit on the occasion of their excursion to Ypsilanti when the first train was run from Detroit to that place, in February, 1838. In the fall of the following year a second excursion and celebration marked the arrival of the rails at Ann Arbor. At this time the Detroit terminal was extended down Woodward avenue from the Campus Martius towards the river and sidings were laid for the accommodation of merchants between the latter thoroughfare and Brush street. This track was later abandoned, however, and in 1848 Michigan Central cars ran into a station that stood on the site of the present Third street depot. In 1846 the track had been completed as far west as Kalamazoo, from which place a line of stages carried passengers to New Buffalo. From there the trip to Chicago, the objective point for all western traffic, was completed by steamer.

The whole state was anxious for the completion of the line as far as the Lake Michigan shore and great satisfaction was voiced upon the publication of the following notice under date of April 25, 1846, by the president of the board of internal improvements: The passenger train will, after the 1st of June next, leave Detroit for the west at 8 o'clock a. m., arriving at Marshall at 3:30 p. m. They leave Marshall at precisely 9:30 a. m., arriving at Detroit at 5 p. m. There is at the western terminus a line of coaches always ready to carry passengers to St. Joseph—ninety miles in twenty-two hours. From St. Joseph to Chicago by steamboat—sixty-nine miles in six hours. This was thirty-six hours from Detroit to Chicago, and for thus being whirled across the state the traveler was assessed six dollars and fifty cents.

Though the operation of the Michigan Central had shown a steadily increasing profit from its first year, the financial straits into which the state was now thrown as a result of its attempts at rapid development necessitated the realization of at least a portion of the public funds so invested. It was therefore decided to sell the road. After failing to negotiate a sale at Albany, which would make possible the cancellation of part of the millions of dollars in state bonds then outstanding, the attorney general, H. N. Walker, and George F. Porter organized a purchasing company in New York. This corporation took over the road September 23, 1846. For the agreed price of two million dollars the state transferred a going property that had cost it within forty-five thousand dollars of that amount.

The new company, which had found a special charter from the legislature awaiting its formation, promptly placed in operation a line of steamers between Detroit and Buffalo, thus forming an eastern connection; at the same time the promoters hastened forward the western extension of the line. State-wide interest now centered in the race for the Lake Michigan shore between the Michigan Central and the Michigan Southern, the state's interest in which was also sold in 1846. The Michigan Central's steel was laid to New Buffalo, the western terminus under that company's charter, in the spring of 1849. The Southern was pushing on toward Chicago, the goal toward which both companies were striving. The public protest against the extension of either line into Illinois made necessary the resort to some strategy to reach beyond the charter limitations. The Central acquired stock in and eventually leased an Indiana road beyond New Buffalo and effected traffic agreements with the Illinois Central whereby the Michigan Central gained entrance to Chicago. The Southern also completed traffic arrangements with an Indiana road, thus covering its Chicago entrance, but so active had been the Central management that that road was enabled to send its trains into Chicago May 21, 1852, one day in advance of the Southern.

The Great Western Railroad, originally chartered in 1834, was the first line to complete an all-rail connection with the east. This line was projected to run between Hamilton, Ontario, and Niagara, but found an active rival in the Detroit & Niagara, which was chartered two years later. The Michigan Central, seeking an eastern feeder, interested itself in the Great Western, however, and soon after the expiration of the charter of the Detroit & Niagara, invested between one hundred and fifty and two hundred thousand dollars in the completion of the Great Western. Nearly four thousand five hundred dollars were spent by the city of Detroit in celebrating the arrival at Windsor of the first train from the east, January 17, 1854. A public dinner was given, whistles were blown, guns were fired and the citizens paraded, the whole community taking part in the general jubilee. Until 1867 passengers and freight were transferred from the Canadian side, and vice versa, by ferry, but in that year through trains began running between Chicago and the east, via the New York Central the Canadian line and the Michigan Central.

The climax of what was known as the railroad conspiracy occurred in 1851. Though the people had welcomed the railroads and had originally supported liberally every transportation project furthered by the state, a reversion of feeling soon followed the acquirement of the properties by foreign investors. This was particularly true in the case of the Michigan Central. Disputes over settlements for damages brought many farmers living along this line into bitter enmity with the company. Upon their failure to secure, through peaceful means, redress for losses, the farmers prosecuted what was at first a mild system of annoyance. Growing bolder, some of the more lawless began derailing trains, tearing up and blockading tracks and destroying railroad property. Growing still bolder, the malcontents burned the road's freight station at Detroit, inflicting on the company a loss of nearly one hundred and fifty thousand dollars. The fire took place in November, 1850, but not until six months later were the railroad's representatives able to gather sufficient evidence to justify arrests. In April, 1851, thirty-eight suspects, many of them well-to-do men, were confined in the Wayne county jail to await trial, which began toward the last of the following month. Though twelve men were sentenced as conspirators, the railroad company's property was not safe from further vengeance, the Detroit car shops being burned in 1851 and the Detroit passenger station being laid in ashes by incendiaries three years later.

During the year 1838 Detroit was kept in a furor of partially suppressed excitement by the occurrence of the "Patriot war" in Canada. This was the result of the rebellion of a large portion of the Canadian citizens against the high-handed practices of those who pleased to consider themselves the aristocracy. The latter party controlled the upper house of parliament and made the commons subservient in so galling a way as to bring about open hostility and bloodshed. In Michigan, as in the other border states along the Canadian frontier between Detroit and Niagara, much sympathy was manifest for the Patriots. In several instances this materialized in the form of assistance to the rebels on the part of American citizens, and even participation in expeditions against the Canadian government. Though constant endeavor was made by the authorities to maintain a strict observance of the neutrality laws, Detroit became a hotbed of Patriot supporters.

Though the spirit of rebellion had been smouldering in Canada for many years, the first overt act of importance was the fortification of Navy island, in the Niagara river. Supplies for the island were shipped aboard the steamer "Caroline," at Buffalo, by the rebels and several trips were made between the states and the armed fortification. As the good wishes of the Americans began to take the shape of arms for the rebels, President Martin Van Buren issued a proclamation of warning against such assistance and sent General Scott to the frontier to preserve the peace. Finally the British sent a party aboard the "Caroline," on December 29, 1837, to whom the vessel was obliged to surrender after a short fight. The entire crew was captured and the vessel was burned. The arrival of Canadian refugees at Detroit further stimulated the sympathies of many of the citizens and three days after the capture of the "Caroline" a mass meeting was held in a Detroit theater. At this assembly a popular subscription was started to raise funds for the Patriot cause. Plans were promptly laid for the capture of Malden, many of the wilder spirits along the border joining the rebels in an enterprise which sought the rendezvous of a force at Gibraltar for the attack. The better class in Detroit realized fully the magnitude of such a breach of neutrality and proceeded to block any attempt to carry supplies across the river from Michigan. The first step was the secretion of several stands of arms in the Detroit jail, where it was thought they would be safe from seizure. But on January 5th the jail entrance was rushed and the guns were forcibly taken. Provisions were hastily gathered by the adventurers and these

together with the arms and ammunition were placed aboard the ship "Ann," which was seized for the expedition. Evading both the English and American authorities, the "Ann's" party proceeded to Gibraltar, the agreed rendezvous, and was there joined by a small force under T. J. Sutherland, who assumed command. Sutherland led the Canadian militia who opposed him a fox and goose chase among the islands of the lower river and finally landed at Fighting island, only after his attempt to take Bois Blanc had been frustrated. The "Ann" was soon captured, whereupon the rebels retired to Gibraltar. Beside keeping beyond reach of the British, Sutherland evaded an expedition led against him by Governor Mason, who sought to retake the filched arms. So rapidly had the residents of Detroit become infected with Patriot sympathy that the officials were for a time in doubt as to the city's general attitude with reference to observing a careful neutrality. Only after a mass meeting held in the city hall had been addressed by several of the more conservative were the governor and mayor assured of the support of the community. A few days prior to this meeting the government arsenal at Dearborn had been broken open and a considerable quantity of arms carried off. These, however, were found hidden in Detroit. Provisions were also stolen in several instances and attempts were made to seize ships lying at their moorings in the river. The arrival of General Scott, who came to Detroit to personally superintend the policing of the frontier in this vicinity, temporarily checked such attempts.

Though Governor Mason induced the Patriots assembled at Gibraltar to disperse, they immediately reassembled and retook their position on Fighting island. There they were attacked February 25th by the British, who were equipped with artillery. The rebels were soon dislodged and forced to seek refuge on the American shore, where they were met and disarmed by American troops. Desultory skirmishing was kept up along the river throughout the spring and summer of 1838, in spite of the watchfulness of the American officials, who were charged in Canada with favoring the Patriot cause. Not until early in December was the backbone of the local struggle broken. On that date a detachment of nearly two hundred rebels crossed the river from Detroit, landing above Windsor. Proceeding down stream the invaders burned barracks at that place, several loyal troops losing their lives in the fire. While the attack on the barracks was in progress reinforcements of British regulars were marching to Windsor from Sandwich and Malden. Before such troops the thin line of the rebel forces quickly melted, disaster, death and capture attending an attempt to retreat in small boats to Belle Isle.

Though ugly charges were made by the hotheads in both the States and Canada, the British and American forces co-operated effectively and harmoniously throughout the entire trouble. Happily, good sense prevailed; the counsels of the conservative were heeded and all danger of an international entanglement was avoided.

CHAPTER XVIII

Campaign of 1840—Formation of the Whig Party—Retirement of Governor Mason—Detroit Whigs Erect Log Cabin—Vice-President Johnson Attends Democratic Meeting in Detroit—General Cass Democratic Nominee for President—State Capital Permanently Located at Lansing—Constitutional Convention of 1850—Detroit Opposition to Slavery—Arrest of the Blackburns, Fugitive Slaves—The Anti-Slavery Association—Formation of the Republican Party—The Underground Railroad—Detroit an Important Station—Zachariah Chandler—Plans for John Brown's Raid Completed in Detroit—Bingham Elected Governor of Michigan—Substantial Development in Detroit—Campaign of 1860—The Cloud of Civil War—Attack on Fort Sumter—Patriotic Attitude of Detroit and Michigan—Governor Blair Calls for Volunteers—Regiments Organized—Military Activity in Detroit—Troops Mustered in at Detroit in 1861-2—Michigan Losses in the War—Malcontents Interrupt Patriotic Meeting on Campus Martius—Disgraceful Mob Attack on Detroit Negroes—Attempt to Liberate Confederate Prisoners on Johnson's Island—The Plot Frustrated—Precautions for the Protection of Detroit—News Received of Lee's Surrender—Tributes to the Martyred President—Work of Michigan Relief Societies During the War—Soldiers' and Sailors' Monument Erected in Detroit.

With the exception of the second Adams administration, the Democratic party had been in power for forty years. But now the malcontents among the Democrats joined with the shattered Federalists to form the Whig party, which brought forth the candidacy of William Henry Harrison, the hero of Tippecanoe and the Thames, for the presidency, in opposition to Van Buren's ambition for re-election. In Detroit, as elsewhere, the strong partisan feeling evinced by the supporters of both parties made the campaign one of the most exciting in the history of American politics. In addition to charging Van Buren's administration with responsibility for the financial depression under which the country was struggling, his opponents were loud in decrying his alleged extravagance and mismanagement. A similar feeling was evident in Michigan against the state's former idol, Governor Mason, who, under the influence of the popular clamor, was forced to withdraw from public affairs in 1840.

The Democrats hailed Harrison's simple frontier life with derision, ridiculing him by such names as "Log Cabin Candidate," "Hard Cider Campaigner." These terms the Whig leaders were quick to appropriate as the shibboleth of their party. To fully develop the idea, the Detroit Whigs built a real log cabin of generous dimensions, at Jefferson avenue and Randolph street, and in it opened their campaign April 21st. The cabin was headquarters for a political mass meeting at which campaign oratory, hard cider, baked beans and other frontier delicacies flourished. Richard M. Johnson, who had led the center of attack at the battle of the Thames, was at this time vice-president of the United States. To counteract the enthusiastic support accorded Harrison because of his military record—this support being particularly strong throughout the Northwest—Johnson was invited to be present at a barbecue given in Detroit by the Democrats September 28th. The vice-president accepted and the Detroit Democrats sacrificed their every interest to the rallying of their forces for the celebration; but the response fell far short of equaling the attend-

ance at the Whig meetings, which truly presaged the subsequent victory of the Harrison-Tyler ticket.

Following the Harrison campaign, the people of Michigan began to take a more active interest in national affairs, and much of this centered very naturally at Detroit. Here, as elsewhere, the principle of state rights, which had been so hotly debated during the Jackson administration, and the division between the northern and southern states, which was even then making itself insidiously felt in relation to the slavery question, were topics for general discussion. In the two ensuing national campaigns, of 1844 and 1848, Lewis Cass was twice a candidate for the presidency. In the campaign of 1844 Cass was defeated for the nomination by James K. Polk, who was finally elected over Henry Clay, a slave-holder. In the next campaign Cass secured the Democratic nomination, but was defeated by the Whig candidate, Zachariah Taylor.

In 1847 came the state-wide fight over the final location of the state capital. In this struggle Detroit put forth every effort to retain the seat of government, Wayne county and the city co-operating in opposition to the efforts of representatives of nearly every other section of the state, all of which were anxious to secure such a prize. After the committee on location had failed to come to an agreement at several heated sessions, however, the opposition joined forces in support of the selection of a site at Marshall. Still no agreement could be reached. Finally James Seymour presented a compromise, offering a site for the capital buildings at a point in Ingham county, near which he had secured considerable holdings. As a solution of the dispute both the senate and lower house voted to accept the Seymour proposal and the present location at Lansing was thus officially selected.

The rapid growth in population and the experiences through which the state had passed during the days of the fever for internal improvement, now necessitated a further development of the constitution. This was accomplished at what is known as the constitutional convention of 1850, which met on June 3d of that year, in the new capital buildings at Lansing. The work of this convention consisted mainly in formulating additions and amendments to the old constitution of 1835, concerning the judiciary, the salaries of state officials, taxation, the elimination of any interest on the part of the state in corporations, the limitation of state indebtedness (this was placed at fifty thousand dollars, save in case of war) and the right of franchise.

The passage of the famous "Omnibus Bill," the compromise of 1850, in the discussion of which Henry Clay and Daniel Webster bore so memorable a part, roused the people of Detroit to increased opposition against slavery. Though the holding of human beings in bondage had been practiced at Detroit since the time immediately subsequent to the founding of the settlement by Cadillac, the ordinance of 1787, under which the Northwest Territory was created, forbade slavery. During the British occupation, of course, no congressional act was in effect. Following the evacuation by the British in 1796, slaves continued to be held under that provision of the Jay treaty which stipulated a strict observance of personal-property rights. Under the law of 1827 it became illegal for any slave to remain within the bounds of the territory and every colored person was obliged to register himself before a county clerk and to file a five hundred dollar bond. This bond provided for the negro's support in case he became dependent. In 1833 two colored residents of Detroit, one Blackburn and his wife, were arrested and imprisoned in the jail as fugitive slaves. Forty years prior to this time the dominion government had enacted rigorous anti-slavery laws and, as the arrest of the Blackburns threw Detroit's colored population into a

panic, many negroes at once took refuge in Canada. But a considerable number of blacks remained in Detroit and these participated in a hostile demonstration before the jail. To so high a pitch were the feelings of both the white and black citizens aroused that the sheriff feared to deliver the prisoners for transportation south and both escaped. The woman was assisted to freedom by a ruse and the man was finally liberated and helped into Canada by a mob of blacks who overpowered and wounded the sheriff.

This occurrence awakened public interest in what was known as the Anti-Slavery Society, which had been established as early as 1837. The association included among its members some of the most prominent citizens of Detroit and Michigan, the local society working in conjunction with a state organization which sought absolute abolition. Almost from its inception the society gained strength with remarkable rapidity, but the passage of the "Omnibus Bill" gave it its greatest impetus. Included in this bill was the famous fugitive-slave law, which served to postpone an open breach between the north and south by providing for the capture, retention and return of any runaway slave apprehended in any portion of the Union, including its newly made states and territories. Prior to this time slave hunting had been largely a matter of indifference to most northerners, but when regularly appointed officers of the United States began to hound unfortunate refugees from alley to alley in Michigan cities, the compromise law began to assume a vastly different aspect. Many states passed "personal-liberty" laws in opposition to the compromise, but in Michigan a movement of much greater breadth was inaugurated. This was nothing less than the formation of the Republican party,—the party that afterward elected Abraham Lincoln to the presidency of the United States, the party that forced the seceding southern commonwealths to a recognition and an observance of the principles of true Americanism. It was only natural that the abolition motives of the New England states should find ready reflection in those sons of Massachusetts who had come to the northwestern frontier.

In 1850 a repetition of the rioting which followed the arrest of the Blackburns threatened to break out in Detroit upon the capture of a fugitive slave named Rose; only the prompt assembling of the militia prevented bloodshed. This further popularized the cause of the Anti-Slavery Society and roused sympathy and support for the promoters of the "Underground Railroad." The "stockholders" in this organization were allied closely with the anti-slavery associations and formed a successful series of rendezvous reaching toward the Ohio river, for the harboring and assistance of escaping negroes en route to Canada. Detroit's location on the border naturally made it one of the centers of Underground interest, and Zachariah Chandler, the city's mayor in 1851, was not the least enthusiastic of the system's supporters.

Chandler not only made his strong personality felt in Detroit; he was a figure of national prominence during and after the civil war. He came to Detroit in 1833, leaving his birthplace, Bedford, New Hampshire, when twenty years of age. Entering the mercantile trade, he amassed a considerable fortune, a large portion of which he devoted generously to the interests of the Whig and anti-slavery propaganda. His service to the city as mayor and his activity in the promotion of the new Republican party, brought him prominently before the people of the state. He was elected to the United States senate in 1857, after having represented Detroit as a Lincoln delegate in the national Republican convention of 1856, which nominated Fremont. Serving in the senate throughout the war, Chandler was appointed secretary of the interior in Grant's cabinet. He died suddenly in Chicago, in 1879, probably from the results of overwork during the strenuous campaign of that year. A sketch of his life appears in the biographical department of this publication.

After 1855 the Underground Railroad agents were particularly active in Detroit. During the year prior to this date, a subsidiary freedom organization, called the Refugee Home Society, had bought a tract of land near Windsor, and this it utilized as a place of settlement for escaped negroes. The Michigan legislature sought to weaken the effect of the fugitive-slave law by the passage of an act preventing the imprisonment of slaves in county jails. Prosecuting attorneys were also directed to defend fugitives who claimed to be free. Detroit's attitude toward slavery attracted many abolitionist lecturers and during the '50s many of the best known speakers in the country addressed meetings in the city. Among them were Frederick Douglass and John Brown. These two men met in the city in 1859 and it was here that they, with several others, completed the details for the John Brown raid against Harper's Ferry. Strained as were the relations between the slave states and the north, the attempted execution of the plans perfected in a house at 185 Congress street, set the entire country aflame with excitement. Brown sought to invade Virginia, to capture the arsenal at Harper's Ferry and to arm the negroes. The failure of the plot and the subsequent execution of the leaders are matters of national history.

The organization of the Republican party at Jackson, Michigan, came about as the result of an anticipated split in the Whig vote in favor of the Free-Soil gubernatorial candidate. It was evident to the Detroit politicians that the anti-slavery feeling was rapidly becoming a strong political issue. Many northern Democrats were of this opinion, as were large numbers of Whigs and Free Soilers. After several conferences between the various local leaders, a Free Soil meeting was arranged. This was held in the city hall. At its close a general call was issued for a convention to be held at Jackson, July 6, 1854. This convention met as planned and adopted a compromise platform which embodied the acceptable portions of two draughts which were presented by Jacob M. Howard and Isaac P. Christiancy. In the meantime the candidacy of Kinsley S. Bingham, the Free Soil gubernatorial aspirant, had been withdrawn with that of the rest of the Free Soil ticket. Bingham later became the candidate of the new Republican party and was elected governor.

Though John C. Fremont, the standard-bearer of the Republicans, was defeated in the presidential campaign of 1856 by James Buchanan, the Democratic candidate, the new party succeeded in re-electing Kinsley S. Bingham governor of Michigan. Little save the political issue of the time—the slavery question—occupied the public attention, and yet the city developed during these years with remarkable rapidity. Annual state fairs had now been in vogue for seven years; art exhibitions were being held; educational interests were being furthered; industrial institutions were springing into life; municipal needs were being satisfied apace with the increase in population. Detroit was becoming one of the important social and industrial centers in the country. The city had been in telegraphic communication with Buffalo since 1847 and was the center of competition for three opposing lines. In 1856 a meeting of the warring telegraph interests was held in Detroit, representatives of the various companies forming here the Western Union Telegraph Company. In the following year a cable was laid across the Detroit river. The year 1857 witnessed the extension of the city limits, the granting of a new city charter, the opening of the old Russell House and the establishment of a recorder's court. Many down-town buildings were in course of erection by private individuals who vied with each other in satisfying the then existing craze for city improvement. In 1859 a mass meeting of citizens voted to raise three hundred thousand dollars for municipal structures, two hundred and fifty thousand dollars of which were appropriated for a new city hall; the balance was directed toward the completion of a workhouse.

In 1860 came the memorable campaign as a result of which Abraham Lincoln became president of the United States. This precipitated the civil war. For some time plots had been in process of formation in the south for the secession of the slave and "state's rights states." In December, 1860, a secession ordinance was ratified by the legislature of South Carolina, and within the next few weeks many of the southern commonwealths joined that state in withdrawing from the Union. While the Buchanan regime was still in effect, the southern sympathizers in the cabinet overlooked no opportunity for furthering the interests of the pro-slavery party. The secretary of war, John B. Floyd, was among those cabinet officers who later became leaders of the Confederacy. He took precaution to deplete the military stores in the northern arsenals and to order United States troops into positions most disadvantageous to the Union cause. He directed the sale of arms stored in the government arsenal at Dearborn and winked at the erection of strong batteries by the rebels in Charleston harbor. The south was fully cognizant of the impending struggle. The possibility of an open breach of serious consequences was beyond belief in the north. As the erection of hostile works continued off Charleston, Major Anderson, in command of a small but loyal force stationed at the adjacent Fort Moultrie, evacuated that position and entered Fort Sumter, a much stronger fortification. Buchanan determined to send Anderson supplies, and to this end dispatched the steamer "Star of the West." Upon her arrival at Sumter, January 9th, both the steamer and the fort were fired upon by the rebels. This was the opening event of the war. News of the insult was flashed to Detroit, where the citizens were at once aroused to a frenzy of anger and indignation. On April 12th news of the fall of Sumter reached the city. On the 13th nearly every resident joined a mass assembly which met on the Campus Martius to voice its loyalty to the Union. All of Michigan was aflame with patriotism. On the 16th Governor Blair, who had succeeded Bingham, conferred with the leading citizens as to the procedure for securing Michigan's quota of the seventy-five thousand troops for which the president had asked the country. The governor addressed the throng at his hotel, informing the people that it was estimated that one hundred thousand dollars would be required for the equipment of the state's first regiment. Of this amount fifty thousand dollars was pledged by the city. Nearly twenty-five thousand dollars more was subscribed by the meeting. On the 23d the governor's proclamation was issued calling for ten volunteer companies and within less than twenty-four hours John Robertson, the auditor general, had begun the organization of Michigan's first regiment of infantry. This regiment was mustered into the United States service on May 11th, and two days later it left Detroit with seven hundred and eighty "ninety-day" men, under command of Colonel O. B. Wilcox, proceeding directly to Washington. The second regiment of infantry was already partially recruited.

The government reservation at Fort Wayne, the Detroit Riding Park and a camp ground established between Elmwood and Joseph Campau avenues, on Clinton street, were now scenes of military activity. From Detroit, from Wayne county, from adjoining counties, came the best of the younger blood of Michigan to join the ranks of the Michigan troops, already being schooled in the arts of war at the city's three instruction camps. As soon as it became evident that the rebellion was to be more than a ninety-day affair, volunteers swarmed about the recruiting stations at Detroit as elsewhere in the state. Michigan furnished ninety thousand seven hundred and forty-seven troops during the war. Of these the following regiments were mustered in at Detroit during the first two years of the conflict:

1861.

First Michigan Infantry.....O. B. Wilcox, colonel.
 Second Michigan Infantry.....I. B. Richardson, colonel.
 Fifth Michigan Infantry.....H. D. Terry, colonel.
 Eighth Michigan Infantry.....W. M. Fenton, colonel.
 Ninth Michigan Infantry.....W. W. Duffield.
 Sixteenth Michigan Infantry.....T. W. B. Stockton, colonel.
 First Michigan Cavalry.....T. F. Brodhead, colonel.
 First Michigan Battery.....C. O. Loomis.
 One company Berdan's Sharpshooters.
 One company Jackson Guards.

1862.

Fifth Michigan Cavalry.....T. J. Copeland, colonel.
 Ninth Michigan Battery.....J. J. Daniels, captain.
 Fourth Michigan Cavalry.....R. H. G. Minty, colonel.
 Twenty-fourth Michigan Infantry.....H. A. Morrow, colonel.
 Seventeenth Michigan Infantry.....Wm. H. Withington, colonel.
 One company Stanton Guards, raised by.....G. S. Wormer, captain.
 One company Dygert's Sharpshooters.

In Wayne county nine thousand two hundred and thirteen men were recruited for the defense of the Union, Detroit furnishing a little less than two-thirds of this number. Nearly fourteen thousand Michigan men and three hundred and fifty-eight officers laid down their lives during the struggle.

During these days the city was stirred as never in its history by jollification meetings in celebration of the victories of the northern arms. Throngs gathered frequently on the Campus Martius to listen to the patriotic oratory of such men as Theodore Romeyn, General Lewis Cass, William A. Howard, Colonel H. A. Morrow and many others. In these addresses eligible men were urged to enlist. Receptions and dinners were given returning and visiting heroes. The war spirit invaded every home in the city. Triumphal arches were erected, under which marched patriotic parades. To encourage enlistment, appropriations and subscriptions were made to a bounty fund, which reached in Wayne county some six hundred and sixty thousand dollars, during the war. In addition to this the county and its citizens subscribed considerably more than six hundred and seventy-five thousand dollars for the assistance of families who were left without support by the enlistment of the bread-winners. Regular allowances of ten and fifteen dollars per month were made to such families.

But not all was enthusiasm for the Union. After the first wave of loyalty had swept the city, carrying to the battlefields at the front the most desirable of Detroit's available men, there still remained many malcontents. These men had taken care to avoid the recruiting stations. They were unwilling to make personal sacrifice and assume the risks and hardships of war for the preservation of the government. They feared being caught by the dragnet of the draft which everyone felt would follow the repeated calls for more men. The agents of the Confederacy were active in the north, and especially so along the Canadian border. Whenever opportunity afforded itself they played upon the cowardice and disloyalty of those who had refused to volunteer. On July 15, 1862, a mass meeting assembled on the campus to hear speeches in favor of raising a new regiment. Through-

out the crowd were sprinkled many of the malcontents. As the meeting progressed the speakers were greeted with hisses and shouts of derision. The wrath of the disgruntled centered on certain individuals on the speakers' platform. The rostrum was finally torn down and Lewis Cass and other prominent citizens were forced to take refuge in the Russell House.

On March 6, 1863, occurred the most disgraceful affair in the city's history. For some time the feeling of resentment against the negroes, as causes of the war, had been rapidly gaining ground among the semi-lawless. This class greatly feared the draft which was necessitated during this year to supply Michigan's quota of soldiers. The trial of a negro, William Faulkner, charged with attacking a white girl, afforded a vent for the pent up anti-negro sentiment. While the prisoner was being escorted from the court at Congress and Griswold streets, a mob attempted to take the man from the officers. Trouble had been anticipated and a formidable guard had been provided by the provost to prevent a lynching. In spite of the array of soldiers, the mob made an attack upon the guard, who replied with a scattering volley. One man was killed and several fell wounded as the result of the fire. Immediately the crowd dispersed but reassembled in the colored settlement east of Woodward avenue and proceeded to drive the blacks into their homes with clubs and stones. Helpless men and women were struck down and beaten to insensibility at their doors; or driven terror-stricken before a crowd of frenzied whites. Then the torch was applied. Over thirty houses were thus consumed and thirty-five human beings were either killed outright or burned in their homes. For a time it was feared that the entire city would be burned and would fall victim to looters. Finally several companies of military reached the scene of the rioting, but not before the guilty had made good their escape.

In the same year occurred an attempt to liberate the Confederate officers held as prisoners of war at Johnson's island, off Sandusky. The latter city and Detroit were chosen as headquarters for a party of southerners who were involved in the plot. At this time there were nearly twenty-five thousand rebel prisoners in confinement in the federal prisons at Chicago, Columbus, Johnson's island and Indianapolis. To liberate these men the party of southerners came north under various pretexts, simulating disgust with the southern cause. These men planned simultaneous attacks upon each of the northern prisons for the liberation of the Confederate soldiers. Bennett G. Burley, Major C. H. Cole and John Y. Beal were the conspirators who undertook the capture of the Johnson's island prison, near Sandusky. Planning their attempt with elaborate deliberation, which enabled them to make many friends in the north and thus allay suspicion, it was not until September 19, 1864, that the leaders left Detroit for the island. Major Cole, who posed as a man of wealth and a general good fellow, had wormed himself into the good graces of some of the officers of the gunboat "Michigan," then stationed off Johnson's island as a guard for the prison. He had been a guest aboard the ship and had entertained the officers at little functions on shore. In payment of their social obligations, the officers in turn invited the major to again dine aboard the ship, on the 19th. Cole had spent much of his time at Sandusky, but on the above date he left Detroit with his accomplices, on board the steamer "Philo Parsons," which ran regularly between Detroit and Sandusky. Several passengers were waiting for the boat at Amherstburg and when she made the landing at that port they came aboard with considerable baggage, passing themselves off as carpenters, and their baggage as chests of tools. Before the boat reached Sandusky the carpenters opened the chests, which were then found to contain a generous supply of muskets and pistols. The boat was immediately taken in hand by the conspirators, one of whom, Beal,

presented a pistol at the clerk's window, demanding that Walter Ashley, one of the owners of the steamer, turn over the money in the ship's safe. Somewhat more than one hundred dollars were passed through the window without delay. It was largely through Ashley's testimony that Beal was later convicted and hanged in New York. At Middle Bass island the "Parsons" joined the "Island Queen," another steamer which had been taken by a similar band of conspirators. The passengers of the latter steamer, including a score or more of United States soldiers, were ordered aboard the "Parsons," which proceeded to a point near Johnson's island. Cole went aboard the "Michigan," where he had arranged to be met by a fellow plotter who was expected to have temporarily disabled the gunboat's engines. After drinking the officers into a state of helplessness, Cole planned to signal the "Parsons," take the "Michigan," overpower the prison's shore guard and assist the prisoners, all of whom were Confederate officers, to Canada.

During his entire stay in the north, no one had apparently suspected Cole. He was cordially received aboard the gunboat, and confidently expected a successful culmination of the plot. At this point, however, he was destined to surprise. One of the plotters, a Colonel Johnson, exposed the scheme, being actuated by personal pique. As the dinner was proceeding pleasantly an officer from shore came aboard the "Michigan" and arrested Cole as a rebel spy. The major had no other course than to confess, though he loyally attempted to shield his associates. The "Parsons" in the meantime had been steaming back and forth, standing well off the "Michigan's" moorings awaiting the expected signal to board. As no signal was given, the steamer returned to Fighting island, where the captured soldiers were marooned. Landing near Sandwich, the conspirators scuttled the steamer and escaped into Canada. Of the three leaders, Beal, Cole and Burley, the first mentioned was the only one to suffer punishment, both Cole and Burley escaping after being tried and convicted. Though the government had been warned of the plot by the English minister, so carefully had the entire affair been planned and executed that it is probable that the Johnson's island portion of the enterprise would have terminated successfully had it not been for the betrayal of the leaders by one of their number.

During 1864 warnings were received of rebel plots to burn Detroit. As a precaution against such an attempt, impromptu guards were drilled in various wards of the city; the Thirtieth Michigan Regiment, which had not left for the front, was detailed for duty along the border, and a special steamer patrolled the river. Both the Third and Fourth Regiments of Michigan Infantry had been relieved of duty and mustered out at home, and now returned soldiers began to arrive almost daily in Detroit. News of the taking of Richmond reached the city on April 3, 1864, and seven days later came dispatches announcing Lee's surrender. Both these events were occasions for general rejoicing, which found expression in long processions of jubilant enthusiasts, the firing of cannon, the blazing of bonfires and in displays of fireworks. But within a week the Campus Martius was crowded with a grief-stricken throng who at first refused to believe the stunning news of the assassination of President Lincoln. The whole north was struck numb with sorrow. The local patriotic organizations passed resolutions of grief and on April 19th memorial services were held in the city's churches. On the 25th an immense funeral procession passed along streets hung with deepest mourning and emblems of love and respect for the dead idol of the loyal states.

Almost at the inception of the war local societies were formed whose members devoted themselves to providing means for the relief of the sufferings of Michigan's wounded soldiers. Among these were the Ladies' Soldiers' Aid Society, the first of its kind to organize in the country; and the Michigan Soldiers' Relief Society, which was formed somewhat

later. In 1864 these associations were merged under the name of the latter. In 1863 the efforts of these organizations were supplemented by the city council, which voted two thousand five hundred dollars for the relief of the Michigan regiments that had suffered terrible losses at the battle of Gettysburg. Four citizens were named as a committee to visit the front and investigate the condition of the state's wounded, that the money might be judiciously expended. So well had the government provided for the injured, however, that less than eight hundred dollars of the amount was used.

Though initial efforts to raise a monument to Michigan's dead had been made during the first year of the war, it was not until six years later that the Michigan Soldiers' and Sailors' Monument Association was formally incorporated. On July 7, 1867, the corner stone for the soldiers' and sailors' monument, to be built in accordance with the design of Randolph Rogers, a Michigan sculptor, was laid with impressive ceremonies in East Grand Circus Park. This site was later discarded in favor of the location on the Campus Martius, where the monument was formally dedicated April 9, 1872. Through the efforts of the association the sum of seventy thousand dollars was raised for this purpose, much of the money being subscribed by various patriotic organizations, schools and secret societies.

CHAPTER XIX

Readjustment in Detroit After the Civil War — Substantial Progress of the Michigan Metropolis—City's Protracted Struggle with the Street Railway Problem—First Franchise Granted—Detroit City Railway Company—Gradual Expansion of Facilities—Street Railway Climax During Regime of Mayor Pingree—Notable Administration of Pingree—Citizens' Railway Company—Pingree Re-elected and Continues Efforts for Municipal Ownership—Franchise Litigations—Pingree Continues his Fight for Detroit after Being Elected Governor of the State—Detroit United Railway—Mayor Pingree's Remarkable Activities in Behalf of the People—Gas Companies Attacked — Mayor's Famous Crusade — Brush Electric Light Company — City Acquires Electric Lighting Plant.

Upon the termination of the civil war and the return of the troops from the field, Detroit began a rapid process of social and industrial readjustment. Though the north was in much better condition than the south, the withdrawal of thousands of men and the expenditure of large sums of money for the satisfaction of innumerable public and private needs left Wayne county and Detroit in a seriously crippled condition. But the same courageous enterprise that had made the city the metropolis of the state now evinced itself rapidly to pick up shattered industries. From that time to the present day the city's history is one of normal business progression. Gradually the functions of the social fabric have been developed to meet successfully the political and economic problems that confront every growing municipality. Transportation facilities—railroad, marine, postal, telegraph and telephone—have more than kept pace with the expansion of similar interests in other parts of the country. The lessons of industry (see section devoted to industrial enterprises elsewhere in this volume) have been learned here as readily and at no greater cost than in other American cities.

While the rebellion was still in its first year there began in Detroit a local struggle that has not to this day been terminated. This found its inception in the beginnings of one of the city's most important public-utility concerns—the street railway. In 1862 the city council granted the petition of Eben N. Wilson and his associates, who prayed the council "To permit certain persons to establish and operate street railways in Detroit." Prior to this time citizens had been compelled to walk, to depend on private conveyances of their own, or to trust themselves to a line of omnibuses that intermittently accommodated those living in localities remote from the center of the city. The building of a street-railway line was regarded as a most venturesome risk and a stupendous undertaking; but the council opined that so great an enterprise must of necessity engender a degree of good faith of like proportions. This, it suggested, could best be expressed in a material way by the deposit of five thousand dollars by the promoters. On August 26th the promoters declined to accept such a view of the situation and the city controller was directed to seek other investors who might look with more favor on the city's stipulation. In the fall of the same year Mr. Wilson, the original promoter, succeeded in associating with himself a second company of capitalists, who finally compromised with the city, accepting an ordinance which gave exclusive rights of way along specified streets as well as options to build on any other thor-

oughfare. This accomplished, what was known as the Detroit City Railway Company was incorporated in the early part of 1863. The company was capitalized at one hundred thousand dollars, that amount being issued in stock with an equal amount in bonds. Most of the investors were residents of Syracuse, New York. Under the franchise the company was empowered to lay tracks along, over and across Woodward, Jefferson, Gratiot, Third, Grand River and Michigan avenues, and Fort, Witherell and Woodbridge streets; but was taxed fifteen dollars per year for each car operated and was prohibited from exceeding a schedule of six miles per hour. The possibility of amassing undue returns from the collection of a straight five-cent fare was limited by a regulation which provided that no two cars should pass a given point within twenty minutes of each other. For a time the first line of street railway, extending along Jefferson avenue between the Michigan Central and the Detroit, Grand Haven & Milwaukee depots, struggled to pay expenses, and failed. It became evident that the company was not supplying a demand for transportation sufficient to permit the operation of its cars. The only alternatives were complete failure or extension. Accordingly, in 1864, new blood was taken in, and a track was laid along Woodward avenue, from the river to Grand Circus Park. Still the company was forced to struggle against an increasing deficit. Up to this time, in addition to the Syracuse investors, John A. Griswold, M. D. Sperry, D. B. Duffield, G. V. N. Lothrop and Mr. Wilson had become interested in the company; George Hendrie, owner of a line of transfer wagons and trucks, was given the management of the Jefferson line in 1864. Three years later E. W. Meddaugh, F. E. Driggs, James McMillan, Sidney D. Miller and others linked their fortunes with that of the street-railway company, whose capitalization was now increased to five hundred thousand dollars. Both the Woodward and Jefferson lines were extended, but the company was forced to relinquish its franchises on Grand River avenue and Fort street, through failure to meet extension stipulations.

In this way two new companies came into existence, one to build the Fort street line (1865) and the other to operate cars on Grand River avenue. The latter company was known as the Grand River Street Railway Company and was formed three years subsequent to the incorporation of the Fort Street & Elmwood Company. In 1882 the Detroit City Railway Company purchased the holdings of the Detroit & Grand Trunk Junction Railway Company, which had been formed in 1873 to construct an east and west line, from Mount Elliott avenue westward across Woodward avenue and along Congress and Baker streets to the city limits. In the meantime the Third and Cass avenue lines had been built, and the latter had bought the former at sheriff's sale. An attempt had been made by the Detroit City Railway Company to prevent the construction of the Third avenue line, under the option proviso of the original franchise, and the matter was taken into court. Before an adjudication had been reached, however, the Detroit City Company bought out the Cass and Third companies, in 1879. This deal gave the Detroit City Company control of all lines save those of the Fort street and Grand River companies, and largely as the result of the complications which had existed, the former company's franchises, covering its lines then in operation, were at this time extended until 1909.

Though the company was now required to pave between its tracks and to pay into the city treasury a tax of one per cent. on its gross receipts, the building of new lines and the extension of old ones progressed rapidly. The Trumbull and Warren avenue and Brush and Myrtle lines were built in 1885. Two years later an ordinance was passed requiring the filing of reports of the company's receipts at six-month intervals and the payment of a one and one-half per cent. tax for the next ten years, after which time a two per cent. rate should obtain.

Thus far the history of the Detroit City Railway Company had been one of constant struggle,—first against financial ruin and later against increasing competition. But this only paved the way for the coming of the real street-railway war, which began immediately after the election of Hazen S. Pingree as mayor of Detroit. Champions of the people have arisen with the recurring crises in the experiences of almost every American city with its public-service corporations, but none has stood forth more prominently than Mr. Pingree. The war which he began in 1890 against the Detroit City Railway Company not only made him a national character, but also has taxed to the utmost the capacities of succeeding administrations and is yet to be brought to an equitable termination.

Within a month after becoming mayor Mr. Pingree began the exploitation of his municipal-ownership propaganda. In 1891 the railway company offered a rate of six tickets for twenty-five cents, on condition the council grant a new thirty-year franchise. A thirty-one year extension had been granted to the Grand River company in 1885 and now the council agreed to the Detroit City company's later proposition, but the mayor promptly vetoed the ordinance. Early in July the council, having discovered that the entire city would support the mayor, fell into line. Shortly after this, July 23, 1891, a new organization, the Citizens' Railway Company, bought the property of the Detroit City Railway Company, the latter ceasing at this time to exist. The new corporation then began the installation of an electric equipment. At the close of Mr. Pingree's first term as mayor, in 1891, the status of Detroit's street railways was this: The Citizens' company had acquired, with the physical property of the Detroit City Railway Company, the latter's thirty-year franchise extension, which ran from 1879. Originally the franchise granted the old company in 1863 expired in 1893. Were it not for the 1879 extension, Mr. Pingree felt that a most favorable opportunity would be presented for the further urging of the municipal ownership plan in 1893. Accordingly he set about, immediately after his re-election in the fall of 1891, to attack the ordinance of 1879, granting the extension. The mayor argued that the passing of a new ordinance of extension prior to the termination of the old franchise of 1863 was irregular and contrary to good policy for the city. The United States circuit court agreed with the mayor, who took the matter before that tribunal, but the United States court of appeals, from whom the railway company sought relief, found, in 1895, for the company. During these years the city and the entire state were kept on the qui vive by frequent altercations between the mayor and officers and employes of the railway company, and by announcements from Mr. Pingree of attempted bribery on the part of the latter.

Finally the Citizens' Railway Company disposed of its interests to the New York firm of R. T. Wilson & Company. The transfer occurred in September, 1894, and three months later Mr. Pingree succeeded in having passed an ordinance granting a franchise to the Detroit Railway Company, the formation of which he had actively promoted in the east. While not meeting with Mr. Pingree's desires in their entirety, the new company's franchise marked considerable progress in the mayor's fight. It provided that the city pay for paving between rails on unimproved streets and called for a rate of eight tickets for a quarter of a dollar between 5:45 a. m. and 8 p. m.; a rate of six tickets for a quarter for the remainder of the twenty-four hours; and universal transfers. Following the adverse decision of the United States court of appeals in 1895, the mayor attempted to place the city's franchise-surrender case before the United States supreme court, but without avail. The supreme court held that the lower court's findings were final. The Citizens' Company now expressed its triumphant satisfaction by withdrawing the rate of six tickets for a quarter and began charging straight five-cent fares, without transfers. The supreme

court's decision was handed down in November, 1895, and shortly after the withdrawal of the six-for-a-quarter rate by the Citizens' Company, Mr. Pingree was forcibly expelled from one of that company's cars for refusing to pay a straight five-cent fare. Thereupon the city sought to enforce the six-for-a-quarter rate by legal proceedings, but this end was accomplished before the issue came to trial. Early in 1896 the mayor vetoed an ordinance, passed by the council at the suggestion of the Citizens' Company, providing for a rate on that company's lines of eight tickets for a quarter, without transfers; the transfers to issue only on payment of a five-cent cash fare. Again he succeeded in winning over a large majority of the council.

Though elected governor of Michigan in 1897, Mr. Pingree continued to fight for Detroit's better street-railway service. As a partial result the city now has unexcelled facilities in the matter of urban rapid transit as well as in that of convenient trolley connection with surrounding cities. On December 31, 1900, the several street-railway companies operating in Detroit passed into the hands of a new corporation—the Detroit United Railway. This company became the purchaser of all the properties, rights and franchises of the Detroit Railway, Citizens' Railway, Fort Wayne & Belle Isle Railway, and the Detroit Suburban Railways companies. The Detroit United was capitalized at twelve and one-half million dollars and now operates about seven hundred and fifty miles of city and interurban lines. In February, 1898, the common council passed a resolution to the effect that no franchise be granted to any individual or corporation for the occupancy of the streets of the city without first securing a favorable popular vote on the question. It can not be said that this resolution has brought forth as yet any definite action or reform.

Closely related to the street-railway problem were other public utility matters, covering gas, telephone and electric light, and none of the concerns interested in these projects escaped the vigilant eye of Mr. Pingree. Many of his friends were stockholders in one or other of such companies as were furnishing service to the citizens of Detroit at rates highly satisfactory and profitable to all save the consumers. But the interests of these friends were ignored by the mayor, who sought to promote the interests of the people. In 1892 he threw down the gage to the two gas companies, which were then exceeding their legal rates by about seventy cents per thousand feet of gas. The franchises under which the companies were charging one dollar and a half per thousand feet were based on the legal charge for gas on the average of the rates obtaining in Cleveland, Chicago and other cities. An investigation showed this average to be eighty cents per thousand feet.

In 1849 the city's original gas company, the Detroit City Gas Light Company, had been organized by the Messrs. Brown Brothers, a firm of Philadelphia capitalists, who associated with themselves in the deal G. V. N. Lothrop and other local men of wealth. The company first gave service in 1851, but so expensive was their product that few citizens enjoyed the luxury of the new illuminant. A rival concern, the Mutual Gas Company, was organized in 1872. After this date there ensued a rate war between the two companies which bade fair to ruin the contestants until an agreement was reached whereby the local territory was divided, the center of Woodward avenue serving as a boundary. During the era of cheap gas, occasioned by the competitive fight, many citizens had availed themselves of the service of one or the other company, but upon the effecting of the armistice all consumers found themselves again the victims of excessive rates. In 1886 a coterie of local capitalists organized the Detroit Natural Gas Company, for the purpose of piping into the city a fuel supply from the Ohio gas fields.

These three companies were in operation when Mr. Pingree began his three-year fight against the two coal-gas companies. The result of the mayor's crusade was the formation

of a new company, which took over the properties of the three former organizations. At this time a net rate of one dollar per thousand feet for coal gas and eighty cents per thousand for natural gas was established. Upon the exhaustion of the Ohio gas fields a new supply was secured from freshly developed wells in Ontario, Canada, and this was piped across the river in two lines, which were connected with the city mains. This source has also become depleted, however, and only coal gas is now sold in Detroit.

Until 1883 gas lamps were the only means of street lighting employed by the city, but during this year a few electric lamps were put into service in the down-town portions of Jefferson and Woodward avenues. During the following year a corporation known as the Brush Electric Light Company was awarded a contract for lighting the whole city. For ninety-five thousand dollars the lighting contractors agreed to furnish and operate some three hundred arc lamps. This arrangement was continued until the Detroit Electric Light & Power Company secured the city contract in 1890. The latter corporation engaged to operate one thousand and thirty lights for a consideration of one hundred and thirty-three thousand seven hundred and sixteen dollars per year. Naturally the payment of so large an amount for lighting suggested to Mr. Pingree an opportunity for the application of his municipal ownership theories. Though he strongly urged the establishment of a municipal lighting plant during his first term, it was not until 1893 that a vote of the people passed favorably upon his suggestions. City bonds were issued in the sum of six hundred thousand dollars and the present lighting plant was erected on the river front. Originally the plant cost the city about seven hundred and forty thousand dollars. Its maintenance and operation have shown a large saving to the city over the lowest contract prices under which lights were formerly furnished.

CHAPTER XX

Michigan in the Spanish-American War—Wayne County's Representation in the Volunteer Service—Michigan Regiments—Michigan Naval Reserves—Detroit Board of Commerce—Industrial Progress of Detroit—Railway Tunnel Under Detroit River—Shipbuilding Industry and Marine Interests—Magnificent Industrial and Commercial Advancement—Figures and Estimates for 1908—Municipal Government of Detroit—Parks and Boulevards—Gain in Population—Pertinent Statistics.

Michigan has well maintained its honors in the various polemic conflicts in which the nation has been involved. This was significantly true in the Spanish-American war, to whose service Wayne county contributed a sterling and valiant force of volunteers, made up principally from existing military organizations. The data here given concerning this matter are largely gained from the official reports of the adjutant and quartermaster generals of the state.

On the 23d of April, 1898, President McKinley issued a call for one hundred and twenty-five thousand volunteers. Michigan's quota was four thousand one hundred and four, to consist of four regiments of infantry, each comprising ten hundred and twenty-six officers and men. On the following day an order was issued from the office of the adjutant general of the state for the mobilization of the entire Michigan National Guard, at Island Lake, on the 26th of April. The adjutant general assumed command and the work of reforming the Michigan troops to meet the exigency of the call was undertaken. This was accomplished by assigning the second independent battalion to the First Infantry and the first independent battalion to the Second Infantry, together with the accepting of eight companies from different localities in the state to complete the Third and Fifth Regiments, respectively. The regiments thus organized were designated as the Thirty-first, Thirty-second, Thirty-third and Thirty-fourth Michigan Volunteer Infantry. Of the Thirty-first Regiment three companies (I, K, and L) were mainly made up of Detroit men, including Colonel Cornelius Gardener, commanding; Charles W. Harrah, major; Andrew P. Biddle, surgeon; Frederick L. Abel, first lieutenant and adjutant; and Allen D. McLean, hospital steward. The other field and staff officers were from other points in the state. The regimental band had three Detroit representatives. Companies I and K were all Detroit men, as was also Company L, with the exception of one musician. The death roll of this regiment incidental to the service was fourteen men. Company I of the Thirty-second Regiment was made up almost entirely of men from Wayne county, including its officers, and the county also gave a large percentage of officers and men to Companies K, L and M. The death list of this regiment was twenty men. The Thirty-fourth Regiment had on its roster only eight Detroit men, including one officer, Major William G. Latimer. The Thirty-fifth Regiment had two Detroit representatives on its list of staff officers, and in the company organizations were found a few men from Wayne county.

On the 10th of May, 1898, the enlistment and muster of the Thirty-first Regiment was completed, and May 15th, under command of Colonel Cornelius Gardener, it left for Chickamauga Park, Georgia, in the service of the United States. The Thirty-second Regiment was mustered in May 4, 1898, and on the 19th of the same month, under command of

Colonel William T. McGurrin, departed for Tampa, Florida. The Thirty-third and Thirty-fourth Regiments were mustered in May 20th and 25th, respectively, and under the respective commands of Colonels Charles L. Boynton and John P. Petermann. The Thirty-third left for Camp Alger, Virginia, May 28th, and the Thirty-fourth departed for the same rendezvous on the 6th of June. On the 11th of July Adjutant General E. M. Irish was commissioned colonel of the Thirty-fifth Michigan Volunteer Infantry and the regiment was mustered into the service of the United States on the 25th of the same month. On the 14th of September, under orders, it moved from Island Lake to Camp Meade, Pennsylvania.

The Thirty-third and Thirty-fourth Michigan participated in the expedition, under General Shafter, against Santiago, and bore their full share of the hardships and dangers of that expedition. The Thirty-first Michigan remained in various southern camps until January 25, 1899, when it was transported to Cuba, where it remained in service until April 25, 1899. The Thirty-second Michigan had no Wayne county contingent and consequently its service need not be noted in this article. The Thirty-fifth Michigan did not become actively engaged, the exigencies of the war not demanding its interposition, but it was recognized as a splendid command in both personnel and equipment.

The Michigan Naval Reserves, consisting of eleven officers and two hundred and seventy men, were detailed on the auxiliary cruiser "Yosemite" and saw service at Havana, Santiago and other points. In all situations they won the approval of the regular naval authorities and honored the state which they represented. In January, 1902, congress allowed a bounty of fifty thousand dollars to the crew of the "Yosemite" for the sinking of the Spanish vessel "Antonio Lopez" off San Juan, Porto Rico, during the war.

Through divers channels the Detroit board of commerce has done most effective service in forwarding the civic and industrial progress and wellbeing of the city, begetting, as it has, a "high order of civic consciousness and of civic conscience." The organization of the board, on June 30, 1903, is an event of no minor importance in the history of the city. At the time of its formation the board's roster contained the names of nearly all members of the Merchants' & Manufacturers' Exchange, the Chamber of Commerce and the Convention League. A total of two hundred and fifty-two charter members was secured, and the growth of the order is best indicated by the statement that the membership on the 1st of April, 1908, as reported at the annual meeting of the board, was eleven hundred and fifty-four. The work of the Board of Commerce "touches every phase of the city's welfare, as well as of the elements and factors of our general commercial and industrial interests."

The Board of Commerce has recognition of every activity and condition that touches the welfare of Detroit, and it finds within its sphere of influence and work all public affairs. It is potent in the fostering and advancement of the existing business industries and commercial enterprises of the city, and has accomplished a most effective work in securing to the city new industries. It cannot be doubted that no one factor in the city's civic make-up has done as much as this organization to promote the splendid advancement which has marked the history of the Michigan metropolis within the past few years—work which has significantly contributed to the upbuilding of the larger and greater Detroit. The board discusses public interests and public improvements and is a co-ordinate force in aiding the departments of public service by its suggestions and independent investigations. As a centrifugal force it "enables the material interests which make up the prosperity of the city to act as a unit and act without delay." Its co-operation is of great value in insuring good municipal government and in fostering commendable municipal activities. It has been well said

that "the talents and abilities that are freely given, through this organization, to measures for general welfare are those of men who, in various avenues of business effort, have demonstrated their capacity and made themselves well known as men of success."

In any account of Detroit's industrial progress it is but consistent that recourse be had to the most valuable sources of information. In the following paragraphs are to be found data for which credit is to be given alike to the Detroit Board of Commerce and to the publishers of the Detroit city directory.

The location of Detroit created for it a manifest destiny as a city of commercial and manufacturing importance. Its position on the strait connecting the upper and lower lakes, the depth of the water, the close approach of the channel bank to the river's edge, the safety of its harbor, and the length of its dock line give it advantages for water transportation unsurpassed by those of any other port on inland waters. Its railroad facilities also are of the best. It is the natural gateway between the west and the east, being on four of the trunk lines connecting these sections. Two great systems penetrate every part of Michigan, and there is excellent connection with the southwest. Recently there has been a reaching out to the south and southeast. The city has the advantage of good labor conditions, of cheap sites for manufactories, of an abundant supply of pure water at low rates, of good municipal administration, of a light debt and low taxation, and of unusual outward attractions. These advantages, intelligently directed, had raised it to the twelfth city in population in the country and to the sixteenth in the value of its manufactured products when the census of 1900 was taken. Since that year the city has entered upon a new period of growth, the rapidity of which is surpassing the expectations of the most hopeful of its business men.

The facilities for water transportation did not need to be increased, but government improvements, added to unusual natural advantages, have made them the best on the Great Lakes. Nine miles of frontage on the Detroit river and four on the river Rouge will furnish ample dock room for many years to come.

There has been a vast gain for Detroit in railway transportation. It is a terminal point also for the two principal Canadian systems of railway, which reach every place of importance in the Dominion and the maritime provinces. A belt line encircles the city, crossing all the railroads and facilitating the transfers of freight. A second belt line, to extend around the city at a uniform distance of six miles from the city hall, has been commenced.

Since the great trunk lines began to bring the east to the west, Michigan Central railroad operatives have dreamed of a mammoth, swinging steel bridge, capable of sustaining on its trestles the tonnage of the road and fitted to eliminate those obstacles which have placed the certain direction of trains practically beyond mortal control. With the development of such traffic conditions, however, as would justify such an undertaking, the commerce of the great lakes has kept equal pace, until now the almost continuous passage, during the eight months of the navigation season, of the great freighters of the lake flotilla, precludes any such possibility. From the earliest day vessel interests successfully opposed the construction of a bridge. Though the project of a tunnel meant, at first hand, the expenditure of even a modern fortune, involving attendant engineering risks whose cost and extent could not be approximated, the spirit of the present-day progress was insistent and the construction of such an alternative was begun in 1904.

In perfecting the tunnel plans and specifications it was naturally necessary to consider with great care just what functions the traffic demands would require the tunnel to fulfill, and the question of car movement and anticipated volume of business, together with end-

less other problems, has entered very largely, in connection with physical conditions, into the matter of establishing grades at the approaches and the general alignment. In many ways the tunnel will be in the nature of an experiment in the handling of traffic. The expectations are that it will have an annual capacity of considerably more than one million cars, and when completed, will be the source of a great saving, increasing facilities from four hundred to five hundred per cent. The heaviest passenger and freight business handled by the Michigan Central is east bound, west bound freight cars being largely empties, so that the tunnel grade from the center of the river to the portal on the Canadian side is one and one-half per cent. That on the Michigan side is one-half of one per cent greater, the easier grade thus being provided for the heavier business.

The details of this great engineering work required a little more than two years for their final adjustment. The engineers' diagrams roughly divide the tunnel work under the following heads: Westerly open cut, 1,540.07 feet; westerly approach, 2,128.97 feet; sub-aqueous, 2,625 feet; easterly approach, 3,193.14 feet, and easterly open cut, 3,300 feet, making the total distance of excavation a little more than 2.42 miles from surface to surface. The approach tunnels are twin concrete structures, between which a bench or retaining wall of the same material is four feet in lateral thickness. In chambers along this wall will be placed conduits, through which power, telephone and telegraph cables will be strung. The side walls vary as earth formation and pressure necessitate, from two feet and nine inches, to five feet in thickness.

When the tunnel is completed all cars will be operated at the terminals by means of high-power electric locomotives, a third-rail system being used.

In completing the final plans it was decided that the object of the work could best be attained by building steel tubes on shore, excavating in the river bed a trench, in which a steel cradle for the reception of the tubes should be imbedded in a footing of concrete, the sinking of the tube shells within the arms of the cradle and the final depositing around them of a complete covering of concrete. The cradle feature and the elimination of the use of a cofferdam, comprise a method never before attempted in sub-aqueous tunnel construction.

Each of the tubes is twenty-three feet and four inches in inside diameter, their centers being about twenty-six feet apart. This diameter, it is estimated, will allow eighteen feet of clearance between the tops of the rails and the roof of each tube, which will contain a single track. When the submerged structure has received its outer covering of concrete it will be fifty-five feet in width and thirty-one feet in depth, over all. A lining of specially prepared concrete, twenty inches thick, will be placed inside the tube shells, which are made of three-eighths-inch steel plates, and this lining will be reinforced by one-inch longitudinal rods, placed horizontally at intervals of approximately eighteen inches on centers located about six inches within the interior surface of the thus reinforced lining.

To provide further rigidity for the structure, the tubes penetrate at regular intervals, a series of upright cross sections or steel diaphragms, extending below the bottom surfaces of the shells. Between the cradle arms, above mentioned, heavy steel alignment beams, running parallel with the trench, will be placed, thus stiffening the arms on which will rest the lower edges of the diaphragms. Like the tube shells, the diaphragms are also made of three-eighths-inch steel plates, the outer edges being reinforced by heavy flange angles. Between these cross sections are frequent flanges to which as an additional reinforcement, one-inch steel rods are connected to serve much in the manner of the spokes of a wheel in relieving tension.

The tube sections shoulder in heavy rubber gaskets at the joints, in each face of which are partially cylindrical chambers, extending along the entire circumference. Into these chambers is forced the best grade of cement grout by means of high-pressure tubes connected with air pumps on the river's surface. The joints are finally locked with heavy pins fitting into corresponding sockets in the adjoining section, and securely bolted by divers. To facilitate this conjunction, the forward end of each of the tunnel tubes carries a seventeen-inch sleeve, and can thus be more readily fitted over the end of the section previously sunk.

Before launching the first of the tube sections, which were built at the plant of a ship-building company on the St. Clair river, some forty miles from the tunnel location, the open ends of the section were enclosed with immense bulkheads, that the structure might be floated down to position, as the hull of a ship is towed to her moorings. At the bottom of the bulkheads are a series of inlet valves for the admission of water ballast to serve in helping submerge the shells. A similar series of valves is placed along the upper area as vents for escaping air, all the valves being so arranged as to permit their manipulation from the river's surface.

Several steel cylinders, sixty feet long and over ten feet in diameter, capable of sustaining the six hundred tons weight of each tube section, were made fast temporarily to the various diaphragms, by heavy chains, and thus served as buoyant air chambers. The lower series of valves in the bulkheads are opened, admitting water into the tubes. The upper valves are then adjusted to permit the discharge of air displaced by the entering water, and the buoyant cylinders are placed in the proper positions to maintain the tubes on a horizontal plane, as they are gradually submerged. These cylinders are provided with a compressed air mechanism and with such valves that they also may be partially submerged by the admission of water ballast, or elevated by the forcing in of air, as the circumstances of the moment may demand.

In this way the engineers have complete control of the entire structure at all times, as the tubes can not sink except as the buoyancy of the air chambers is overcome by the weight of the water admitted through the bulkhead valves and that allowed to enter through the intakes of the air cylinders themselves.

To surmount difficulties anticipated in effecting a safe and exact conjunction of the submerged sections, pilot pins between five and six feet in length and six inches in diameter, extending parallel to the axis of the tubes have been provided on the alternate sections. These pins are so arranged as to fit into corresponding sockets of cast steel bolted to the outer surface of the adjoining section.

The marine facilities of Detroit have not only given a distinctive stimulus to trade and offered profitable investments in navigation interests, but the city has now gained precedence as the leading ship-building port on the Great Lakes. From a most interesting article written by William Stocking for the Book of Detroiters, published about the beginning of 1908, are taken the following statements relative to the ship-building industry: "Canoes, bateaux and other small craft have been built here from almost the earliest times. The first large vessel was built in 1852; the first double-decked vessel for carrying iron ore was built here. The first yard in the west for constructing iron hulls was located in the neighboring village of Wyandotte and was owned by Detroit capital. All types of vessels, from the scow and tow barge up to the largest freighters and the finest passenger steamers have been built at yards in the Detroit district. Always prominent, this port has in the past three years held a position of undisputed supremacy. The addition of a new company and improved facilities of the old brought it to the front in 1905. Of large freight

vessels its two companies that year launched fourteen, with a total tonnage of 134,400. The output of the next largest port on the lakes was ten, with a tonnage of 85,500. For some of the vessels built in Detroit the contracts were made, the keels laid, the vessels launched, equipped and put in commission before the close of the season in which they were commenced, showing a degree of expedition in construction that was a marvel to old vesselmen. The freighters, with a floating dry dock, a large tug, with some smaller work and repairs, made an aggregate of about five million dollars in value. To this nearly half a million dollars was added in yachts, launches, rowboats and canoes. The industry gives employment to over five thousand men. In 1906 the Detroit yards launched thirteen freighters, with 108,000 tonnage, besides a large passenger steamer and a large car ferry. On the 1st of January, 1907, the freight vessels under contract in the Detroit district for delivery during the year numbered seventeen, with aggregate tonnage of 135,500. The Detroit contracts for the year also included the largest and most costly passenger steamer ever built on the lakes, to cost \$1,250,000. This vessel is the magnificent 'City of Cleveland,' of the Detroit & Cleveland Navigation Company, which was put into service at the beginning of the season of 1908."

Records of the year 1880 show that at that time Detroit had only nine hundred manufacturing establishments, employing about sixteen thousand persons and representing a capitalization of about fifteen and one-half millions of dollars. During the ensuing decade there was an increase of only one hundred in the number of manufactories, but the capitalization showed the noteworthy aggregate of forty-five million dollars, while employment was afforded to thirty-five thousand persons. In 1900 there were twelve hundred factories, capitalized at sixty-eight million dollars and employing thirty-eight thousand five hundred hands. The state census of 1904 showed thirteen hundred factories, with a combined capital of ninety-one million dollars. These afforded employment to more than forty-eight thousand hands, and the valuation of the output for the year aggregated one hundred and forty million dollars.

The year 1905 ushered in for Detroit its era of magnificent and unprecedented industrial and commercial progress. Within a single year the city gained as many new manufactories as it had done during the entire period from 1900 to 1904. The Board of Commerce made an independent canvas at the close of the calendar year 1905 and by the same established the fact that the city had more than fourteen hundred factories, with an aggregate capital of one hundred million dollars and employing over fifty-five thousand workers. The product for the year represented a valuation of about one hundred and seventy million dollars, and that for 1906 was one hundred and eighty million dollars. The output for 1907 was slightly larger than that of 1906. The output for some of the leading industrial concerns for 1906 is here noted:

Car building, freight, passenger and electric.....	\$25,000,000
Automobiles	12,000,000
Druggists' preparations	10,900,000
Clothing, knit goods, boots and shoes, etc.....	10,500,000
Paints and varnish.....	10,000,000
Coarse chemicals	10,000,000
Stoves and steam-heating apparatus.....	9,300,000
Food products, aside from meats.....	9,500,000
Foundry and machine-shop products.....	9,500,000
Slaughtering and meat packing.....	5,500,000

Newspaper publishing	5,200,000
Other printing and publishing.....	5,000,000
Furniture	5,500,000
Tobacco and cigars.....	4,500,000
Malt liquors	3,600,000

Twenty other industries showed a product of one millions dollars each.

From the previously mentioned article by Mr. Stocking are taken the following pertinent extracts, and his position as a statistician for the Board of Commerce gives special weight and authority to his statements:

One of the striking features of this industrial expansion is the development in new channels. The automobile industry is entirely the growth of the present decade. For the assembling of automobiles twenty companies are in actual operation in the city. About thirty others devote the whole or part of their energies to the manufacture of automobile parts and accessories. They employ together nine thousand hands and are second only to car-building in the value of their output. The manufacture of computing machines is the growth of the past five years. The manufacture of rubber goods is another new enterprise that adds a very important branch to Detroit's specialized industries. The making of coke and the establishment of the first coke iron furnace in Detroit belongs to the same period. The alkali and pharmaceutical industries have increased immensely in their product in the same time. A large copper and brass rolling mill and a number of smaller brass industries belong to the same period. Three things are especially notable about Detroit's manufacturing interests—the supremacy in certain special lines, the great variety of products not thus specialized, and the number of separate manufacturing districts. Detroit not only has the largest single pharmaceutical establishment in the country, but it also has a large lead over any other city in the total value of all products of this class; it leads every other city in the world in the manufacture of stoves and heating apparatus; it makes more than half in number of all the automobiles in the country and surpasses every other city in the value of the product; it makes over eighty per cent. of all the computing machines manufactured in the country; it manufactures more soda ash and kindred alkaline products than any other section; it is the leading city in the country in the manufacture of paints and varnish.

Aside from these specialties, in which it is beyond competition, the city is remarkable for the variety of its products. It is not especially known as an iron city, yet its iron industries are large and varied, and it is one of the largest consumers of pig iron in the country. The brass and copper industries are almost as varied as those of iron, including nearly every variety of mechanical appliance in which precision is desired, and every article of household furniture and use. Michigan was for many years the leading white-pine state, and is still one of the largest producers of ornamental and useful hard woods. Among Detroit's industries are included a great variety of those in which wood is the chief material. The city is a small producer of textile fabrics, but a large manufacturer of clothing, particularly for the miner, the lumber camp and the factory. It makes many varieties of electrical appliances and a host of other things. This diversity of manufacture is one of the best elements of its prosperity. Whatever temporary depression may fall upon one industry, others are prosperous. Skilled mechanics are trained in every branch, and work is to be had in almost every line. More important yet is the home market that is created for a variety of products. In many manufactured articles Detroit is its own best customer.

Detroit's manufacturing industries are not, as in some cities, collected in a single congested and unwholesome district. They throng the river front and adjacent streets from

Woodward avenue to Belle Isle bridge. They follow the belt-line railroad around the city. They make a sizable manufacturing city by itself of the Milwaukee Junction district, and one almost equally large about West Detroit Junction. They occupy a number of separate blocks in the down-town districts. They scatter along the banks of the River Rouge, and their tall chimneys and derricks dot the landscape along the salt and soda district for eight miles west of the city limits. This separation of industries over large areas gives great advantage of profit, convenience and accessibility. It prevents the crowding of freight into one section. It prevents the raising of factory sites to a prohibitive or speculative price. It gives opportunity to intersperse the factory districts with cottage districts, so that wage-earners may live reasonably near their work.

During the past four years a new element has entered into the growth of Detroit, in the removal here of industries established in other cities. About thirty companies have either moved bodily from other localities or else have established branches here. They have come not by reason of artificial inducements, bonuses, free lands or exemption from taxation, but for residence and business considerations alone. Nearly all of them have enlarged their operations since they came here and several are among our largest and most prosperous industries. Twelve companies that in the aggregate employed nineteen hundred wage-earners when they commenced operations had seven thousand one hundred on their pay rolls in the summer of 1907.

The articles of incorporation of companies organized for manufacturing purposes are significant. In the three and one-half years ending June 30, 1907, they numbered five hundred and fifty-six, with 34,662,500 of authorized capital, of which \$21,498,807 was paid in, either in cash or other property. In the same period one hundred and forty-nine old companies added \$12,069,000 to their capital, and four hundred and thirty-six permits were issued for new buildings in connection with manufacturing plants, the estimated cost of which was \$4,346,750.

The annual report of the committee on manufactures of the Board of Commerce presented at the annual meeting held April 21, 1908, gives the following pertinent statements concerning the city's industrial progress: "During the board's fiscal year to March 31, 1908, there were one hundred and forty-nine new industries incorporated, with \$4,306,810 subscribed capital, of which over \$3,500,000 was paid in. Forty-four established companies increased their capital \$11,310,000. The aggregate sum put into industrial production for the twelvemonth exceeds \$15,500,000. This is a notable record when it is remembered that fully half of the period was marked by extreme financial depression. The following table of statistics is most interesting and instructive as indicating the growth of the 'Greater Detroit,' where, as is emblazoned on the escutcheon of the Board of Commerce, 'life is worth living':

	1900	1904	1907
Area, square miles.....	29	29	41.44
Population	285,704	317,591	410,000
Number of families	60,524	70,087	87,968
Public school enrollment	34,865	36,421	44,318
Postoffice receipts	793,978	1,208,677	1,675,002
Exports	17,669,535	23,400,851	40,488,295
Building construction—cost	4,142,400	6,737,105	14,226,300
Banking—capital and surplus.....	9,815,100	13,211,500	17,393,000
Deposits in banks.....	75,691,898	92,190,715	117,674,983
Total resources of banks.....	87,283,385	108,413,823	138,345,786

Bank clearings	427,800,392	525,513,705	711,610,404
Capital employed in manufacture.....	67,544,972	91,228,214	125,000,000
Employes in factories.....	38,481	48,879	71,000
Wages paid	15,392,527	22,786,576	35,000,000
Value of manufactured product.....	88,649,635	128,761,658	180,000,000
Manufacturing capital—new and old.....	2,770,500	5,904,296	17,482,880
Electric H. P., central plants.....	1,948	5,334	20,378
Shipbuilding—tonnage	14,300	9,800	139,500
City assessment	244,371,550	277,983,370	335,759,980
City tax levy.....	3,662,877	4,083,401	4,207,556
Net public debt.....	3,464,190	3,359,294	5,637,365

The population of the city as estimated by the Board of Commerce, through the customary and reliable mediums, is placed at 425,000 the water-board records show the number of families served in the corporate limits of the city in June, 1908, to be 92,697, and this is the basis of the conservative estimate made of the total population. The permits for building construction during the first nine months of 1908 indicate an aggregate of somewhat more than three-fourths that of 1907. Statistics of building done in forty leading cities compiled by the American Contractor and covering the first nine months show that Detroit leads the country with forty-nine per cent. gain in building over the same period last year. The official statements of the Detroit banks for July 15, 1908, show a total capital and surplus of \$18,585,000; deposits, \$112,485,128, and total resources, \$134,647,985. The bank clearings for the first nine months of the year were about nine per cent. less than for the same relative period in 1907. In the first nine months the number of manufacturing companies incorporated was eighty-nine, with subscribed capital of \$2,025,150. In the same period existing companies increased their capital by \$3,303,000. The exports for the nine months show a decrease of sixteen per cent. as compared with 1907, while the imports, the internal revenue receipts and the postoffice receipts show a slight increase. The assessment roll for 1908 is \$349,163,590, and the tax levy \$5,204,001. The net city debt July 1, 1908, was \$5,863,544.

Detroit controls a larger export trade than any other of the twenty-three customs districts on the Great Lakes and northern frontier from Maine to Montana, and the percentage of increase has been large within the present decade, having been about thirty-two per cent. from 1900 to 1904. Statistical matter compiled under the auspices of the Board of Commerce offers the following information: As touching export trade Detroit is distinctively a strategic point in this field of commercial operations. It is the natural gateway between the east and west and is a terminal point of the two principal railway systems of the Dominion of Canada, besides being the crossing point of several American railroads, so that it early gained precedence as a border shipping point for goods to be sent to the foreign markets. Its shipments are far in excess of those of any other port on the Great Lakes system. For a number of years they were about one-sixth of the whole. There have been periods of fluctuation, especially during times of uncertainty as to tariff policies. Since 1892 the tide of domestic merchandise that flows across the Detroit river to foreign ports has steadily risen. The total in 1892 was about \$6,000,000; in 1897 it was \$11,500,000; in 1902 it reached \$18,694,000; in 1907 it exceeded \$40,000,000. In a foregoing paragraph it has already been stated that there has been a considerable decrease during the first nine months of 1908, but this is to be predicated as the result of abnormal conditions and not as an index of permanent conditions. These exports are as varied in character as

they are large in volume. Of the three hundred and fifty classes and sub-classes into which the schedule is divided, two hundred and ninety are represented in the tables of Detroit exports.

It should be remembered that the government statistical tables in regard to export trade indicate the point of departure of merchandise sent abroad, and not the point at which it originates. The location of Detroit with reference to both the United States and Canada, as well as the character of its manufactures, brings about a clear demarkation between these two classes. Many of the heaviest exports sent forth from the gates of the Michigan metropolis come from the west and south, while the major portion of its own manufactures reach foreign markets through Atlantic and Pacific ports. Exports of the latter class are numerous and varied, including some very bulky products as well as those of finer order. It may be noted that three or four of the largest dry kilns in Russia are of Detroit manufacture; Detroit cars are in use on the railways of Canada, Mexico, Spain and Russia; the largest brewery in South Africa is equipped with tanks made in Detroit, and one of the most extensive mines in that far country is fitted with pumps and water-valves manufactured in this city; Detroit automobiles are to be found in use in nearly every country that has passable roads, including the mystic Orient; Detroit-made agricultural implements find sale in a number of European countries, where is also being gained an increasing demand for the furniture here manufactured; Detroit pianos and piano self-players are found in the homes of a number of countries in Europe; Detroit stoves and radiators are sold in England and on the continent; adding machines manufactured in this city are sold in almost every country that has any system of commercial accounts. In Detroit factories were originated ready-mixed paints, and these products are now widely distributed over the world; pharmaceutical preparations manufactured in Detroit are to be had in every country where human ills demand medical treatment; heavy clothing finds its way from Detroit factories to the mines and lumber woods of Canada; boots and shoes go to the various Canadian provinces and the West Indies; toys to France and Germany; plumbers' supplies to Great Britain, the continent of Europe and South America; picture-frame mouldings to Germany; carriages to the mountain districts of South America; motor boats to England, Russia and Africa; smelting furnaces to the foundries of Germany—and these constitute only a part of the contributions made by Detroit to foreign markets. The imports of Detroit are less varied and less extensive, but they are steadily increasing.

It is uniformly recognized that Detroit's system of municipal government is both liberal and effective and that it defies adverse criticism to an extent that can be claimed by few of the principal cities of the Union. A most important element in the scheme of government is the unique and conservative administration of the municipal finances. By its charter Detroit must needs limit its bonded indebtedness to two per cent. of its assessed valuation, and even this modest rate is seldom approached. All measures for the raising of money, either by tax levy or by the issuing of bonds, must be approved by a board of estimates, and this has forfended excessive demands by the various departments of the city government. The board of estimates consists of two members from each ward and five members at large, and all are elected on a general ticket. They hold office two years. The heads of the various municipal departments are members *ex officio*, with the privilege of speaking but not of voting. The board has no patronage and its members must not be interested in any city contracts. The charter of the city provides that itemized estimates of the different departments must be sent annually to the controller, who must forward them, with his recommendations, to the common council on or before the last day of February.

The council is given a month for their consideration and then sends them to the board of estimates, which may decrease or disapprove any item but not increase any. The budget is divided among a number of committees, and the reports of the latter are considered, item by item, in committee of the whole, after which they are again gone over in general session before their final adoption. By reason of the provisions thus made frauds have been practically unknown in connection with the financial affairs of the city, and the tax levy has been exceptionally free from extravagant appropriations. The charter also provides that no money shall be expended in excess of the appropriations, and that no moneys shall be transferred from one fund to another. Within the past three years the annexation of new territory has added a larger percentage to the cost of city government than it has to the assessment roll, but even with this the appropriations are believed to be less in proportion to population than those of any other large city in the country.

The natural topographical attractions of Detroit, the beautiful "City of the Straits," have been supplemented and enhanced most effectively by the care and discrimination shown in the platting of the city from its inception through the various stages of growth and progress. Long has the city been noted for its broad and well-shaded streets and avenues, and the park and boulevard system has worthily supplemented the original platting, suggested in an early day by Judge Augustus B. Woodward.

In the Detroit river, opposite the east end of the city, lies Belle Isle, which has an area of seven hundred acres and which came into possession of the city about thirty years ago. Even as "Good wine needs no brush," so does Detroit's beautiful island park need no words of extollation, for its fame is coincident with that of the city itself; its attractions are not excelled by those of any public park in the world. A portion of the original forest on the island has been left essentially intact, and other parts of the fair isle have gained new beauties under the designs and labors of skilled landscape artists. The swamps have given place to lakes or lagoons, and these are connected by a series of canals, giving a long stretch of idyllic waterway for rowboats and canoes. Near the center of the island is a considerable space reserved for the zoological enclosure, and the conservatories and the aquarium are a constant attraction to the multitudes who visit the island each day during the summer season. The aquarium is conceded to be one of the best in the world, and the park as a whole is one of the most unique and interesting on the continent.

Belle Isle is accessible by large and well ordered ferry boats, which ply at frequent intervals, and is also connected with the mainland by a bridge about half a mile in length. From this bridge starts the Grand boulevard, which is one hundred and fifty feet, and in some portions two hundred feet, wide and twelve miles long, and which encircles the city, terminating in a small park and dock at the western end. The roadway is macadamized and the sides and center have parklike treatment throughout the entire length. Palmer Park, of one hundred and forty acres, in the northern part of the city; Clark Park, of thirty acres, in the western part, and smaller parks on the river front and dotting other sections of the city, add to the attractions which have given Detroit the merited reputation of being one of the most beautiful cities in the country.

Within the past decade Detroit has shown a wonderful advancement in its industrial activities, as has already been stated, and this has, of course, implied a distinctive gain in population. The government census of 1870 accredited to Detroit a population of 79,577; that of 1880, 116,340; that of 1890, 205,876, and that of 1900, 285,704. The state census of 1904, taken with federal co-operation, shows the population to have been 317,591. In 1906 the estimated population was 385,000, and in 1907, 410,000—both of these esti-

mates being made upon authentic data secured by the city water board and the publishers of the city directory. The estimated population in 1908 is 425,000. This is the conservative estimate based upon the water-board enumeration in June, which gave a total of 92,697 families. It will be understood that the water service takes no account of the contributory districts or suburbs of the city not included in the corporate limits but still essentially a part of the city. Thus the virtual population is considerably greater than that indicated by the water-board figures.

The following pertinent facts concerning Detroit offer a comparative view of conditions in the years 1906 and 1907 and indicate clearly that the brave march of progress is continuing, even as it has during the year 1908, notwithstanding the period of financial depression which this year has recorded:

	1906	1907
Population	385,000	410,000
Number of families in June, water board enumeration	81,535	87,968
Building construction.		
Number	4,705	4,942
Cost\$	13,282,350	\$ 14,226,300
Bank statements.		
Capital and surplus	\$ 15,186,000	\$ 17,393,000
Deposits	107,217,020	117,674,983
Total resources	139,417,909	138,345,786
Clearings	670,130,679	711,610,404
Manufacturing.		
New companies incorporated.....	143	179
Capital subscribed	\$ 5,563,980	\$ 5,704,880
Old companies increased capital....	4,364,000	11,778,000
Federal.		
Exports	\$ 36,663,196	\$ 40,488,295
Imports	5,769,879	7,679,837
Postoffice receipts	1,515,407	1,675,002
Internal revenue receipts	4,365,649	4,531,997
Municipal finances.		
Assessed valuation	\$305,756,930	\$335,759,980
City tax levy	4,317,506	4,307,556
City debt	5,171,451	5,637,365

REPRESENTATIVE
FINANCIAL INSTITUTIONS

THE FIRST NATIONAL BANK OF DETROIT.

Among the great monetary institutions which have emphasized and held powerful influence in the financial stability and conservatism of the city of Detroit and the state of Michigan, none occupies a more conspicuous position than does the First National Bank, which has had a consecutive history covering a period of nearly half a century and which has at all times enlisted the capitalistic and executive support of citizens of the highest standing in the community. The bank as now constituted represents the merger of the First National Bank and the Commercial National Bank, whose interests were thus consolidated on the 30th of May, 1908.

The First National Bank of Detroit received its original charter (No. 97)) in the year 1863, its preliminary organization certificate having been executed August 5th and its articles of association having been signed on the 26th of the preceding month. The signers of this original certificate were as here noted: Philo Parsons, E. G. Merrick, John Hosmer, Waldo M. Johnson, C. M. Davison, Michael B. Kean, John Evans, T. K. Adams, C. L. Safford, John Hutchings and George Peck. The bank opened its doors for business September 1, 1863, and its first board of directors comprised John Hosmer, E. G. Merrick, J. N. Ford, M. I. Mills, M. B. Kean, W. M. Johnson, John James, John Hutchings, and Philo Parsons. The bank was incorporated with a capital stock of one hundred thousand dollars, and Philo Parsons was elected the first president of the institution, while Henry C. Kibber was chosen as the first cashier. The first banking office was located in the building occupied by P. Parsons & Company, in the old Rotunda building, on Griswold street, where the present Newberry building stands. In December, 1864, control of the bank was secured by interests at the time in control also of the State Bank, and in the following year the latter institution was merged in the First National.

It is well in this connection to enter brief data regarding the State Bank, which was

organized in 1858, largely through New York capital, and which was headed by ex-Governor Myron H. Clark of that state. The bank was capitalized for fifty thousand dollars and its first officers were as follows: Lorenzo E. Clark, president, and Theodore P. Hall, cashier. In 1861 the control of this bank became vested in Detroit parties, and at this time S. P. Brady became its president and Emory Wendell its cashier. These gentlemen served until its consolidation with the First National Bank, when they assumed similar executive offices in the latter. In January, 1868, Jacob S. Farrand succeeded to the presidency, and in February of the following year the capital was increased to two hundred thousand dollars, while the sum of twenty thousand dollars was passed to the surplus account, from undivided profits accumulated in the preceding four years. In 1869 the National Insurance Bank went into voluntary liquidation, and its corporate property was purchased by the First National, to which nearly all of its accounts were transferred. The capital was at this time increased to five hundred thousand dollars, of which amount one hundred thousand dollars of stock were allotted to John Owen and his associates who had been the principal stockholders of the National Insurance Bank. The combined deposits of the two institutions aggregated about two million dollars. In 1875 James McMillan and William B. Wesson became large stockholders, and both were elected to the directorate; in 1880 Mr. McMillan purchased the interests of John Owen, who at that time retired from active business.

June 17, 1882, upon the expiration of its original charter, the First National Bank entered into voluntary liquidation and was succeeded by a new organization, under the same name and with charter No. 2707, the reorganization having been effected on the 1st of the preceding February. The personnel of the executive corps under the new charter was as follows: Emory Wendell, president; D. M. Ferry, vice-president; and L. E. Clark, cashier. Besides these officers the board of directors included J. S. Farrand, G. V. N. Lothrop, M. I.

Mills, William B. Wesson, Alanson Sheley, and James McMillan.

The second charter expired February 1, 1902, and under the same title and number an extension was secured for a period of twenty years. January 10, 1893, John T. Shaw succeeded L. E. Clark as cashier, and in 1899 he was elected vice-president, of which dual offices he has since remained incumbent. October 10, 1892, Emory Wendell resigned the presidency, on account of impaired health, and D. M. Ferry became acting president, an office to which he was duly elected somewhat later in the same year. He continued to serve as president of the bank until his death, which occurred on the 10th of November, 1907. The other officers at the time of consolidation with the Commercial National Bank were as follows: John T. Shaw, vice-president; Emory W. Clark, second vice-president; Frank G. Smith and Joseph Grindley, assistant cashiers. The officers and directors of the bank at the present time are as here designated: Morris L. Williams, president; John T. Shaw, vice-president and cashier; Emory W. Clark, second vice-president; F. A. Smith, assistant to the president; Frank G. Smith, W. A. McWhinney, F. F. Christie, Joseph Grindley, and J. H. Hart, assistant cashiers; directors, Dr. J. B. Book, William J. Chittenden, Emory W. Clark, Don M. Dickinson, Clinton G. Edgar, Dexter M. Ferry, Jr., J. S. Farrand, Jr., Edward Ford, Charles F. Hammond, George Hendrie, Robert Henkel, Gilbert W. Lee, Cyrus E. Lothrop, Philip H. McMillan, M. J. Murphy, Thomas Neal, Charles L. Palms, Cornelius J. Reilly, John T. Shaw, Stephen Y. Seyburn, James D. Standish, Frederic B. Stevens, Willis C. Ward, A. E. F. White, H. K. White, Morris L. Williams, William C. Williams.

Within the history of this old and substantial institution there have been identified with the same as directors many of the most prominent business men and most honored citizens of Detroit, and in addition to those already mentioned in a direct or incidental way there have been others of equal prominence and in-

fluence. The First National Bank of Detroit now has a capital of two million dollars, and its surplus and undivided profits reach an aggregate of about one million dollars.

June 1st, 1908, the offices of the First National Bank were removed from the Union Trust building to the present fine quarters in the magnificent Ford building, and its facilities and prestige are excelled by those of no other financial institution in the state. Detroit's long continued commercial and general business integrity has been in a large measure due to the wise and discriminating banking methods here employed, the city having weathered many financial storms and panics which have prostrated other sections of the Union, and among the most influential potencies in insuring this solidity has stood the First National Bank, whose history has been one of consecutive success.

THE COMMERCIAL NATIONAL BANK.—It is but consonant that in this article should be given also a brief outline of the history of the Commercial National Bank, which long held much relative priority among the great banking institutions of the Michigan metropolis and of whose consolidation with the First National Bank due mention has already been made.

This well known and popular bank was organized in 1881 and was incorporated with a capital stock of two hundred and fifty thousand dollars. Its charter was received December 27th of that year. The first executive corps was as follows: Hugh McMillan, president; George H. Hammond, vice-president; and Morris L. Williams, cashier. The original directorate comprised, besides the officers mentioned, Ashley Pond, William G. Thompson, Isaac L. Lyon, James K. Burnham, W. C. Williams, Joseph H. Berry, and George Hendrie. The capital stock was increased to five hundred thousand dollars, and finally a further increase was made to the notable aggregate of one million dollars. At the time of its consolidation with the First National its deposits aggregated nearly eight million dollars. It was a United States depository and its charter number was 2591.

Upon the death of George H. Hammond, in 1886, Henry B. Ledyard succeeded to the office of vice-president, and upon the retirement of the latter F. H. Walker was chosen successor. Mr. Walker was later succeeded by Morris L. Williams, who was elected president upon the retirement of Hugh McMillan, and who thereafter remained the executive head of the institution until its consolidation with the First National Bank. Mr. Williams was practically the chief administrative officer of the Commercial National during the entire period of its history, and he is known as one of the most discriminating and influential bankers of the state. The other officers of the Commercial National at the time of its merging with the First National were as follows: George Hendrie, vice-president; Charles L. Palms, second vice-president; F. A. Smith, cashier; and W. A. McWhinney, F. F. Christie, and J. H. Hart, assistant cashiers. In addition to the president and vice-presidents the directorate included Joseph H. Berry (since deceased), Dr. J. B. Book, J. S. Farrand, Jr., Charles F. Hammond, Robert Henkel, Gilbert W. Lee, M. J. Murphy, James D. Standish, F. B. Stevens, A. E. F. White, H. K. White, and William C. Williams.

THE PEOPLE'S STATE BANK.

This institution represents the consolidation in January, 1907, of the People's Savings Bank and the State Savings Bank, both of which had gained a secure place in connection with financial affairs in Detroit and the state. The People's State Bank thus initiated its business under the most auspicious circumstances and it exercises important functions in its wide field. It occupies the splendid bank building erected by the State Savings Bank and used by the latter until the consolidation of the two was effected. The bank has a capital stock of one million five hundred thousand dollars and a surplus fund of the same amount, while its net undivided profits are in excess of two hundred and fifty thousand dollars. According to its statement at the close of business September 23, 1908, its

commercial deposits aggregate \$6,923,727.30; and the savings deposits \$13,602,584.22, and bank deposits \$3,690,320.23. The executive officers of the institution are as here noted: George H. Russel, president; Michael W. O'Brien, vice-president and chairman of the board of directors; H. C. Potter, Jr., George E. Lawson, R. S. Mason, and F. A. Schulte, vice-presidents; Austin E. Wing, cashier; H. P. Borgman, cashier of savings department; R. W. Smylie, manager of credit department; George T. Courtney, auditor; and J. R. Bodde, assistant cashier. The personnel of the board of directors is as follows: R. A. Alger, George H. Barbour, W. T. Barbour, H. M. Campbell, B. S. Colburn, C. A. Ducharme, Jeremiah Dwyer, Haley Fiske, F. J. Hecker, George E. Lawson, H. B. Ledyard, P. H. McMillan, R. S. Mason, Fred T. Moran, M. J. Murphy, M. W. O'Brien, H. C. Potter, Jr., Louis Rothschild, George H. Russel, Hugo Scherer, F. A. Schulte, and Henry Russel. The bank maintains several branch offices in Detroit.

THE PEOPLE'S SAVINGS BANK for many years figured as one of the most substantial and popular financial institutions of Detroit, and this precedence continued unchallenged up to the time of its consolidation with the State Savings Bank, under the title of the People's State Bank. The People's Savings Bank was organized and incorporated under the laws of the state in 1871, on the 2d of January of which year it commenced business in quarters on Woodward avenue near the corner of Jefferson avenue. Francis Palms was the original president of the institution and Michael W. O'Brien, cashier, the latter having later served for many years as president of the bank and being at the present time vice-president and chairman of the board of directors of its successor, the People's State Bank, as noted in the preceding paragraph. On the 2d of January, 1872, the bank was reorganized under the general banking law as amended by the session of the legislature of 1871-2, and under the new regime the following officers were chosen: President, Francis Palms;

vice-president, John Heffron; cashier, Michael W. O'Brien; directors, Francis Palms, Charles Ducharme, Anton Pulte, Ferdinand Morrell, Edward Reidy, William Foxen, John Heffron, and John Mark. At the reorganization the capital stock of the bank was placed at sixty thousand dollars, and in the same year the institution was removed to more eligible quarters, in the Telegraph block, at the corner of Congress and Griswold streets. On the 1st of January, 1874, the capital of the bank was increased to one hundred and twenty thousand dollars, and later in the same month William L. Carpenter was elected a director to succeed Charles Ducharme, deceased. January 12, 1875, Anton Pulte succeeded John Heffron as vice-president, the latter retiring from the board of directors at this time, and in 1881 Francis F. Palms and Jeremiah Dwyer became members of the directorate, succeeding William Foxen and Ferdinand Morrell. In January of the same year the capital of the institution was raised to two hundred thousand dollars. On the organization of the Detroit Clearing House Association, in March, 1883, the People's Savings Bank became a member of the same. On the 1st of January, 1874, the capital of the bank creased to five hundred thousand dollars, and M. W. O'Brien retired from the directorate in order to create a vacancy, which was filled by the late James L. Edson. In the following year Mr. O'Brien again became a director, succeeding Mr. Carpenter, who died on the 13th of November of that year. On the 26th of November, 1886, occurred the death of Francis Palms, and in the following January George H. Barbour was chosen as his successor in the directory. On the 2d of May, 1887, Michael W. O'Brien was elected to the presidency, Frank A. Schulte became vice-president, and Silas B. Coleman, cashier. At the opening of the year 1890 the bank removed to the Moffat building, and in December of that year Charles A. Ducharme was elected a director, to succeed William Boeing, deceased, while George E. Lawson succeeded Mr. Coleman as cashier. December 8, 1891, Charles L. Palms was elected a director and Patrick

Fitzsimons and William C. Yawkey retired from the board. December 8, 1896, the late Sigmund Rothschild was elected a director, and in January, 1901, Michael J. Murphy became a member of the board. The late David Whitney, Jr., was a director for some time.

THE STATE SAVINGS BANK likewise played a large and important part in the financial affairs of Detroit from the time of its organization until it was merged with the People's Savings Bank, as already noted. This bank was organized and incorporated in 1883, under the banking laws of the state, and it initiated business on the 23d of October of that year. The founders of the institution were David Hamilton and T. S. Anderson, capitalists who came to Detroit from Owensboro, Kentucky, and who were fortunate in enlisting the co-operation and executive services of Robert S. Mason, at that time the first teller of the First National Bank and long identified with the banking business in this city. Mr. Hamilton became president of the State Savings Bank; Mr. Anderson, vice-president, and Mr. Mason, cashier. Temporary banking offices were secured at 88 Griswold street, and these were occupied about six months, at the expiration of which the bank was removed to the Buhl block. The original capital stock was one hundred and fifty thousand dollars, practically controlled by the two founders of the institution. In 1887 a reorganization took place and the capital was increased to two hundred thousand dollars. At this time also T. S. Anderson became president, an office of which he continued incumbent until 1889, when George H. Russel succeeded him, having previously been a member of the board of directors. Mr. Russel's financial and business interests were then, as now, of great scope and variety, and he consented to assume the presidency of this bank only on the understanding that the arrangement was to be a temporary one. So high a valuation, however, did the stockholders and directors place upon his services and so insistent were they in demanding his retention of the office that he continued in the same until the bank was

consolidated with the People's Savings Bank. From the Buhl block the bank finally removed to more spacious quarters in the Hammond building, where it remained until the completion of its fine new building, one of the best devoted specifically to banking uses to be found in the Union. This building, now occupied by the People's State Bank, is located at the southeast corner of Fort and Shelby streets, and possession of the same was taken on the 30th of May, 1900. The building and grounds represent an investment of more than four hundred thousand dollars. The bank eventually increased its capital to five hundred thousand dollars and maintained a large surplus fund. Careful attention was given to savings accounts and a large and representative commercial business was controlled.

UNION TRUST COMPANY.

Following the enacting of the present trust company law by the legislature of the state of Michigan, at the session of 1891, the Union Trust Company, of Detroit, was organized thereunder and in October of that year opened its doors for business, its capital stock being five hundred thousand dollars, fully paid in.

Though trust companies had been established for some years in eastern states, the purpose and scope of such organizations were not generally understood in this vicinity and a considerable part of the earlier duties of the Union Trust Company was in the direction of disseminating information as to what the company was organized for and what functions, under the law, it could perform.

Trust companies, under the Michigan law, are authorized to act as executor and trustee under wills, as administrator of estates, as guardian of minors and incompetents, as agent or attorney for the transaction of business, the management of estates, the collection of rents, interest mortgages, and other securities; under appointment of court, as receiver, assignee and trustee in bankruptcy; as trustee under mortgages to secure issues of bonds, and in pursuance of any trust created under the laws of this state, or the United States; as agent for the registering and transferring of the

certificates of stock, bonds or other obligations of any corporation, association or municipality; and, generally, in any representative fiduciary capacity.

That the local field was ready for institutions of this kind is well borne out by the success of the Union Trust Company and by the further fact that other companies have been organized in Detroit for the conduct of trust business. It is now some seventeen years since the Union Trust Company commenced business, and its wide experience during that time in all of the various directions indicated above has qualified it to such degree as to render its services of the highest worth and value to those who put their affairs in its charge.

The company is particularly well equipped with respect to the taking over and managing of real and personal property, as agent or attorney, in which capacities it gives the same thoughtful and judicious attention as is given by a careful and prudent owner.

In addition to the general scope of business, as above set forth, the Union Trust Company has an abstract department, in which it issues new abstracts of title and tax statements and extends old abstracts, whether issued by itself or by other abstract companies, on all lands in the city of Detroit and the county of Wayne, and in which are issued policies of insurance under the authority granted by law to guarantee or insure the validity of titles to real estate. The company has, as well, a safety deposit vault, which is a structure of great strength, is modern and complete in its appointments and equipment, and contains boxes of such variety in size and price as permits selection in precise accordance with the requirements of each individual.

The board of directors is made up of active, substantial and successful business men, their names being as follows: Henry B. Ledyard (chairman), F. J. Hecker, A. E. F. White, Charles Stinchfield, Henry Russel, Elliott T. Slocum, Truman H. Newberry, Charles A. Ducharme, Harry A. Conant, Charles L. Palms, D. C. Whitney, Philip H. McMillan, Herbert E. Boynton, George Hendrie, Albert L. Stephens, Paul F. Bagley, Burnham S. Col-

burn, George B. Remick, Frank W. Blair, George M. Black, Allen F. Edwards. The officers of the company are as follows: Henry B. Ledyard, chairman; Frank W. Blair, president; A. E. F. White, second vice-president; Gerald J. McMechan, secretary; Charles R. Dunn, treasurer; Alexander C. Long, assistant secretary; Hobart B. Hoyt, trust officer; Israel T. Cowles, manager of title, guaranty and abstract department; W. T. Bradford, bond officer; Gilbert R. Osmun, custodian safety deposit vault; Frank X. Lingemann, real estate officer; Russel, Campbell, Bulkley and Ledyard, general counsel.

FRANK W. BLAIR, president of the Union Trust Company, was born in Troy township, Oakland county, Michigan, on the 13th day of May, 1870, and his parents were numbered among the sterling pioneers of that county, where his father became a successful farmer. Mr. Blair was afforded the advantages of the public schools, including the high school, and his initial experience in the banking business was secured in the Exchange Bank of Birmingham, Michigan, and later he was employed for some time in a drug store. In 1900 he assumed a position in the office of the auditor general of Michigan, at Lansing, where he remained engaged until 1905, as inheritance tax examiner. In the year last mentioned he was made incumbent of the office of state bank examiner, and in the following year he became auditor of the State Savings Bank, of Detroit, an office which he retained until 1908, when he was chosen president of the Union Trust Company. Prior to his retirement from the office of auditor of the State Savings Bank the institution had been merged with the People's Savings Bank, under title of the People's State Bank, with which latter institution he continued as auditor until assuming his present office.

THE OLD DETROIT NATIONAL BANK.

There is no one factor which so well determines and designates the status and stability of a community as the extent and character of its banking institutions, and in this regard the

financial solidity of Detroit has been maintained by banks of ample capital, reinforced by conservative management and by the enlistment of the capitalistic support of citizens of the highest and most representative character.

The old Detroit National Bank holds prestige as one of the most solid financial institutions in the state, and is the successor of the Second National Bank, whose standing also was ever of the best, and of the Detroit National Bank, which succeeded the latter. The Detroit National Bank was organized and incorporated in 1883, beginning business February 26th of that year and succeeding the Second National Bank, which was founded in 1863. The Second National soon became known as the leading bank of the state, and within a short time after its organization it was made a United States depository, continuing to exercise its functions as such until the election of President Cleveland in 1884. The bank was incorporated with a capital stock of five hundred thousand dollars, and this was later increased to one million dollars. The original executive corps of the Second National Bank was as follows: Henry P. Baldwin, president; Christian H. Buhl, vice-president; and Clement M. Davison, cashier. Mr. Baldwin continued to give his personal attention to the affairs of the bank after his election to the office of governor of Michigan and also after he had become a member of the United States senate, but he resigned October 20, 1887, having continued as president of the reorganized institution, the Detroit National.

Shortly before the expiration of the charter of the Second National Bank, in 1883, the Detroit National was organized, with practically the same official corps as the old institution. Senator Baldwin was made the first president; Christian H. Buhl, vice-president; and Clement M. Davison, cashier. The personnel of the first board of directors was as follows: H. P. Baldwin, C. H. Buhl, Frederick Buhl, James F. Joy, Allan Shelden, John S. Newberry, William C. Colborn, General Russell A. Alger, and Chauncey Hurlbut. Upon the resignation of Senator Baldwin from the presidency, in 1887, he was succeeded by Christian H. Buhl,

while William C. Colborn was chosen vice-president. On the 31st of December, 1891, Mr. Davison resigned the position of cashier and William T. DeGraff was chosen his successor. Mr. DeGraff began his banking career in the old Second National Bank June 6, 1865, and in 1867 he became paying teller in that institution. In 1882 he was promoted to the office of assistant cashier, of which he remained incumbent for twenty-six years, having continued after the reorganization, and he has since remained cashier of the Detroit National Bank, and Old Detroit National Bank, proving in every respect a most able and discriminating executive and having the unqualified confidence and esteem of the bank stockholders as well as of the many patrons of this popular financial institution.

Mr. Buhl retired from the presidency January 14, 1891, and was succeeded by Alexander McPherson, who up to that time had been engaged in the banking business at Howell, Michigan. Mr. McPherson still retains the presidency, having been re-elected under the reorganization as the Old Detroit National Bank, upon the expiration of the second charter, November 18, 1902.

During the three regimes—those of the Second National, Detroit National, and Old Detroit National Banks—the history of the institution has been one of uninterrupted and unqualified success, and the bank to-day is classed as one of the leading financial institutions of the Central states. The present board of directors is, as has always been the case, of distinctively representative order, and its personnel is as follows: A. W. Wright, Elisha H. Flinn, Henry P. Baldwin, James Davidson, Henry Stephens, J. B. Ford, B. F. Berry, F. W. Gilchrist, Alexander McPherson, F. C. Stoepel, Clarence A. Black, Stanford T. Crapo, E. L. Ford, Charles A. Dean, Willis E. Buhl, E. D. Stair, and Charles B. Warren. The executive officers are as follows: Alexander McPherson, president; Henry P. Baldwin, vice-president; Irvine B. Unger, assistant to the president; Elisha H. Flinn, vice-president; William T. DeGraff, cashier, William H.

Fowler, Elmer E. Ford, Ben G. Vernor, and Edward C. Mahler, assistant cashiers.

From the official statement of the bank at the close of business on September 23, 1908, its capital stock is shown to be \$2,000,000, paid in; surplus fund, \$500,000; undivided profits, less expenses and taxes paid, \$266,526.97; individual deposits subject to check, \$7,396.-122.06; demand certificates of deposits, \$907.-362.64; and United States deposits, \$150,000.

THE WAYNE COUNTY SAVINGS BANK.

The wise policy which has dominated the management of this fine institution from the time of its founding to the present has made it one of the greatest of similar concerns in the middle west, and its enormous resources, admirably conserved, make it a distinctive power in financial affairs of Detroit and Michigan. For nearly forty years has this bank been in existence and its history is one marked by consecutive advancement and the most absolute solidity. In October, 1871, the Wayne County Savings Bank was organized and incorporated, the moving spirit in bringing about this result having been the late S. Dow Elwood, who had formulated a most definite system of operations before he secured the requisite capitalistic co-operation. He had decided to make a specialty of high-grade securities and to touch the purely commercial phase of the banking business as little as possible. He advocated the handling of municipal and school-district bonds of the gilt-edge type and issued for long terms. His wisdom was soon verified, for many of the securities thus purchased by the bank paid from eight to ten per cent. interest for long periods and were accumulated with scarcely more than a nominal premium. The plan of the national banking system in rendering it practically impossible for the national banks to handle real-estate securities, gave to Mr. Elwood the inspiration for taking up farm mortgages, as being more certain and substantial than those on city real estate, and at one time the bank of which he was the founder had loans extended on lands in twelve or more

counties in the state and aggregating nearly one million dollars. The careful and conservative methods employed in the extending of these loans made the margin of losses very narrow indeed.

Upon the organization of the Wayne County Savings Bank Mr. Elwood was naturally chosen its secretary and treasurer, and he had enlisted the co-operation of leading capitalists and business men, so that the institution lacked naught in preliminary prestige when its doors were opened for business. The others of the original official corps were as follows: William B. Wesson, president; Dr. Herman Kiefer, vice-president; and William A. Moore, attorney. Besides these officers the board of trustees included also John J. Bagley, Dexter M. Ferry, Thomas W. Palmer, Jerome Croul, Paul Gies, J. B. Sutherland, L. P. Knight, Francis Adams, Jefferson Wiley, K. C. Barker, Traugott Schmidt, M. S. Smith, George F. Bagley, David M. Richardson, Jacob S. Farrand, Stanley G. Wight, William C. Duncan, and David Knapp. In 1882 D. C. Whitwood was elected second vice-president, the office having been created at that time, and in the following year he was elected first vice-president, to succeed Dr. Kiefer, who resigned, the office of second vice-president being permitted to remain without an incumbent. In 1885 Jacob S. Farrand succeeded to the vice-presidency, upon the death of Mr. Whitwood, and in the same year the title of the board of trustees was changed to that of directors, the number being reduced to nine. This year also marked the election of General L. S. Trowbridge to the dual offices of second vice-president and assistant secretary and treasurer. In 1889 he resigned and in December of that year William Stagg assumed the position of assistant secretary and treasurer.

William B. Wesson, the honored and exceptionally able president of the bank, died in 1890, and S. Dow Elwood succeeded to the presidency of the institution of which he had been the virtual founder. He retained this office until his death, in 1898, and his name is inseparably connected with the upbuilding of the fine monetary institution with

which he was so long identified. He was succeeded by Charles F. Collins, who has since continued president of the bank. Mr. Farrand died in 1891, and in 1893 D. M. Ferry was elected first vice-president; Jerome Croul, second vice-president; William Stagg, secretary and treasurer; and Charles F. Collins, assistant secretary and treasurer. In 1895 Alfred K. Kiefer became assistant secretary and treasurer, Mr. Collins having been advanced to the office of secretary and treasurer upon the death of Mr. Stagg, in the preceding year, and later having been chosen president, as already stated. In 1898 also Mr. Kiefer was promoted to the position of secretary and treasurer, and Edward H. Collins became assistant secretary and treasurer. Colonel Jerome Croul, an especially capable and popular officer, died in 1899, and was succeeded by William S. Green in the office of second vice-president. In 1900 the number of members on the board of directors was increased to eleven, the personnel at the present time being as follows: D. M. Ferry, E. H. Flinn, H. Kirke White, F. H. Croul, William S. Green, J. B. Book, A. L. Stephens, Frank W. Eddy, S. Y. Seyburn, William V. Moore, and Charles F. Collins. Following are the names of the present executive officers of the bank: Charles F. Collins, president; D. M. Ferry, first vice-president; W. S. Green, second vice-president; A. K. Kiefer, secretary and treasurer; and E. H. Collins, assistant secretary and treasurer.

The capital of the Wayne County Savings Bank at the time of its incorporation was fifty thousand dollars, and notwithstanding the magnificent expansion of the business this figure represented the capital stock until 1900, when, with the change in the state law governing banks with savings deposits of more than five millions of dollars, the capital of the bank was augmented to its present figure of four hundred thousand dollars. The surplus fund (1908) aggregates one million dollars; the undivided profits about three hundred thousand dollars, and the deposits have reached the noteworthy aggregate of more than eleven millions. On the 18th of September, 1901, the bank secured a renewal

of its charter for a term of thirty years, and its original policy of operation has remained essentially unchanged during the long period of its notably successful history. The bank owns and utilizes one of the most commodious and consistently arranged bank buildings in Detroit, the same being located at 32-34 Congress street west. The structure is six stories in height, and the entire main floor is used by the offices and fine safety-deposits vaults, few banks having so much available space for their own use. The safety vaults, of the most modern type, contain more than nine hundred compartments, fire and burglar proof, and in addition to this there are two other fire-proof vaults for the storage of more bulky effects, such as silver plate and other family or household valuables. The bank has long controlled a magnificent business, but each year records a still farther expansion, indicative of popular confidence and appreciation.

H. W. NOBLE & COMPANY.

Exercising important functions and to be noted as one of the representative concerns of its kind in the state of Michigan, the firm of H. W. Noble & Company controls a large and substantial business in the handling of bonds, local stocks, etc., while special attention is given to the placing of public-utility bonds of high grade. The enterprise is conducted along normal and conservative lines and absolute reliability has gained to the firm high prestige in financial circles. Elsewhere in this volume is given a brief outline of the career of Herbert W. Noble, the founder and head of the firm.

The business was established in 1894, by Herbert W. Noble and William E. Reilly, and operations were then initiated under the firm title of Reilly & Noble. In 1896 Mr. Reilly retired from the firm and Mr. Noble thereupon assumed control of the enterprise, adopting the present title of H. W. Noble & Company. He continued the business individually until 1903, when William E. Moss was admitted to partnership and the title of the firm was changed to Noble, Moss & Company. Mr. Moss retired from the business on the 1st of

January, 1905, and shortly afterward Mr. Noble formed a partnership with J. Henry Wood, with whom he has since been associated under the title designated at the head of this article. The firm has shown much discrimination in the handling of stocks and bonds of the highest grade and has placed many important securities on the market. A branch office is maintained in the city of Philadelphia, in the Land Title building, and the same is in charge of Mr. Wood, the junior member of the firm. The firm is a member of the American Bankers' Association, the Michigan Bankers' Association, and the Pennsylvania Bankers' Association—connections which well indicate its status in the field of financial operations. The Detroit offices of the firm are located in the Penobscot building, Fort street west.

THE CENTRAL SAVINGS BANK.

This solid, popular and representative banking institution of Detroit was established in 1888, and opened its doors for business on the 18th of April of that year. The founder of the bank was Joseph C. Hart, who had previously been engaged in the insurance business in Detroit for a number of years and who had become impressed with the idea that a banking house located in the center of the retail business district would meet a popular demand and liberal support. Results have most fully shown that his judgment and prescience were justified. Associated with Mr. Hart in the organization and incorporation of the Central Savings Bank were Charles K. Latham, Gilbert Hart and Conrad Clippert. The bank was incorporated with a capital stock of one hundred thousand dollars and its first officers were as here noted: Gilbert Hart, president; Conrad Clippert, vice-president; and Joseph C. Hart, cashier. The chairman of the first board of directors was Michael J. Murphy, and other members of the original directorate were: William T. Gage, Marvin H. Chamberlain, Julius Stroh, Henry F. Lister, William C. Stoepel, Henry O. Walker, William H. Irwin, and Albert E. Leavitt. The

first banking offices were opened in the old Detroit Opera House building, which was destroyed by fire in November, 1897, and the institution was then removed to 151 Griswold street, in what was then known as "Bank Row."

In January, 1900, a controlling interest in the bank was secured by John M. Nicol, a broker who represented in the transaction Harry J. Fox and a number of his friends, Mr. Fox at the time having been auditor of the Home Savings Bank. The deposits at the time aggregated five hundred thousand dollars, and under the new regime the following named officers were elected: William A. Pungs, president; Conrad Clippert, first vice-president; Charles P. Collins, second vice-president; and Harry J. Fox, cashier. Mr. Clippert died in the autumn of the same year and was succeeded by William Reid. In 1904 William P. Holliday succeeded Mr. Pungs in the office of president, and Charles P. Collins succeeded Mr. Reid as first vice-president, while the office of second vice-president, vacated by Mr. Reid, was filled by the election of William T. Gage. Since these changes none other has been made in the personnel of the executive corps. The bank retained quarters on Griswold street until August 12, 1907, when were secured the present finely appointed offices in the magnificent Majestic building, on the Campus Martius.

William P. Holliday, president of the Central Savings Bank, is a well known manufacturer of Detroit, where his capitalistic interests are large and varied. He is the subject of an individual sketch on other pages of this work and is distinctively one of the substantial and representative business men of Detroit, in whose continued progress he has at all times shown an abiding faith and confidence. He is a director of the American Exchange National Bank and was the first treasurer of the Detroit Board of Commerce.

Charles P. Collins, first vice-president of the Central Savings Bank, is the founder and head of the great cigar manufacturing business which is conducted under his name, and is a well known and successful business man

of the Michigan metropolis. The second vice-president, William T. Gage, is general agent for Michigan of the Northwestern Mutual Life Insurance Company, of Milwaukee. As a counselor in regard to insurance matters his services are of especial value to the bank. Samuel T. Douglas, attorney of the bank and a member of its directorate, is a representative member of the Detroit bar and has large capitalistic interests in the city; he is a director of the Detroit Trust Company.

Harry J. Fox, cashier of the Central Savings Bank, has been closely identified with banking interests in Detroit for about twenty years and his marked ability in handling and directing financial affairs is well recognized. From 1889 to 1891 he was corresponding clerk in the Peninsular Savings Bank, and thereafter he was auditor of the Home Savings Bank until 1900, when he resigned to accept his present office.

The Central Savings Bank was one of the first to realize the importance and value of branch banking offices. Its first branch was established in 1903, at the corner of St. Aubin and Canfield avenues, and the management of the same has been entrusted from the beginning to Basil A. Lemke, son of the first Polish settler in the northeastern portion of the city. His family has been one of influence in that section, and has led in its civic and material development. Mr. Lemke has the unqualified confidence of the residents of that part of the city in which the branch banking office is thus located, and there a very successful and substantial business has been built up for the Central Savings Bank. In 1905 the second branch was established, an office being then opened in eligible quarters at the corner of Grand River and Fourteenth avenues. This branch is maintained under the management of Thomas J. Fitzpatrick, who was reared in that immediate locality and whose ability and personal popularity have inured greatly to the success of the business placed in his charge.

The capital stock of the Central Savings Bank is one hundred thousand dollars, paid in, and its surplus and undivided profits aggre-

gate about sixty-five thousand dollars. The commercial deposits, as shown in the official report of the bank issued September 23, 1908, were \$301,984.25, and the savings deposits, \$1,260,753.32.

THE AMERICAN EXCHANGE NATIONAL BANK.

Among the oldest and most favorably known financial institutions of the state of Michigan is this solid and popular banking house of Detroit, which was organized mainly through the efforts of Alexander H. Dey, who was here engaged in the private banking business from 1842 until 1865. In June of the latter year the American Exchange National Bank was incorporated with a capital stock of two hundred and fifty thousand dollars. The personnel of the original executive corps was as follows: President, Alexander H. Dey; vice-president, L. M. Mason; cashier, George B. Sartwell; directors—L. M. Mason, A. H. Dey, Franklin Moore, John J. Bagley, Jacob S. Farrand, Eber Ward, Charles Root, M. S. Smith, and Edward Kanter. The original corporate name was the American National Bank, and from the names of those most prominently interested in the new institution those who know the history of Detroit will at once recognize under how favorable auspices the bank began operations. Its standing has ever remained of the highest and it has at all times enlisted the capitalistic support of leading capitalists and business men of Detroit—men of impregnable integrity and honor.

On the expiration of the first charter, in 1885, the institution was reorganized as the American Exchange National Bank, with a capital of four hundred thousand dollars and with the following named officers and directors: President, Alexander H. Dey; vice-president, M. S. Smith; cashier, George B. Sartwell; assistant cashier, Hamilton Dey; directors—A. H. Dey, Charles Root, M. S. Smith, S. J. Murphy, Samuel Havenrich, Thomas W. Palmer, Alexander Chapoton, Sr., William A. Moore, and George B. Sartwell. The honored president, Alexander H. Dey, to

whose able efforts and distinctive financial acumen the institution largely owes its up-building and prestige, died August 9, 1889, having been one of Detroit's influential and honored citizens and pioneer bankers. He was succeeded in the presidency by M. S. Smith, who remained the executive head of the institution until his death, October 28, 1899. Mr. Sartwell became vice-president after the demise of Mr. Dey, and Hamilton Dey and Hermann Dey, sons of the former president, assumed respectively the offices of cashier and assistant cashier, which offices they have since retained. Mr. Sartwell retired from the vice-presidency and was succeeded by Waldo A. Avery, who held this position until the death of Mr. Smith, when he succeeded to the presidency, with John N. Bagley as vice-president. They have since been re-elected to their respective offices each year, as have the cashier and assistant cashier, and the other executive officer is John P. Williams, who is auditor of the bank. The capital of the bank is now four hundred thousand dollars and it has a surplus fund of one hundred thousand dollars. The present directorate comprises the following named gentlemen: W. A. Avery, John N. Bagley, Charles W. Baird, Hamilton Dey, F. W. Gilchrist (Alpena), Gilbert Hart, William P. Holliday, Joseph L. Hudson, William H. Murphy, Julius Stroh, D. D. Thorp, Clay H. Hollister (Grand Rapids), Frank S. Werneken, James N. Wright, and Fremont Woodruff.

Since the death of his father and the retirement of Mr. Sartwell the active administration of the executive and details of the bank's counting room has devolved upon Hamilton Dey, who has attained to a leading position in the banking circles of the city and state. Mr. Avery brings to the presidency wide and varied experience as a man of affairs and is one of Detroit's substantial and well known capitalists, duly conservative in his methods, and yet progressive in his attitude and democratic in his views.

The banking offices of the institution were first located in the Seitz Block, and later removed to the Newberry & McMillan building,

where they were located at the time of the reorganization as the American Exchange National Bank and where the business was continued until the completion of the magnificent building of the Union Trust Company, when the present spacious quarters, occupying the entire north end of the ground floor, were secured, thus making one of the finest banking offices in the city.

THE SECURITY TRUST COMPANY.

The Security Trust Company, of Detroit, Michigan, began business July 1, 1906, with a capital and surplus of \$1,000,000.00. At the end of two years the Company had paid \$26,250.00 in dividends, and had undivided profits of \$106,000.00.

The board of directors of the Security Trust Company is made up of representatives of the First National Bank, The People's State Bank, Dime Savings Bank, Peninsular Savings Bank, Home Savings Bank, American Exchange National Bank, and various large Detroit corporations.

In the following paragraph is given a list of the officers, board of directors and advisory board of the company.

Officers: M. J. Murphy, president; Lem W. Bowen, vice-president; Frederic F. Sanford, secretary; Emory W. Clark, vice-president; Charles Moore, vice-president; J. Harold Murphy, assistant secretary; Gray & Gray, counsel. Board of directors: Russell A. Alger, president Alger, Smith & Company; William K. Anderson, vice-president Home Savings Bank; John N. Bagley, vice-president American Exchange National Bank; Lem W. Bowen, treasurer D. M. Ferry & Company; Henry M. Butzel, attorney; Emory W. Clark, vice-president First National Bank; John M. Dwyer, secretary Peninsular Stove Company; D. M. Ferry, Jr., secretary D. M. Ferry & Company; J. B. Ford, vice-president Michigan Alkali Company; William J. Gray, of Gray & Gray, attorneys; James S. Holden, real estate; Charles C. Jenks, president Jenks & Muir Manufacturing Company; J. H. Johnson, president Peninsular Savings Bank; George E. Lawson, vice-presi-

dent People's State Bank; William Livingstone, president Dime Savings Bank; Charles Moore, vice-president Security Trust Company; M. J. Murphy, president Murphy Chair Company; Henry C. Potter, Jr., vice-president People's State Bank; John T. Shaw, vice-president and cashier First National Bank; James D. Standish, secretary and treasurer Hammond, Standish & Company; Morris L. Williams, president First National Bank. Advisory board: Hon. Lincoln Avery (Port Huron), W. T. Barbour, A. D. Bennett (Port Huron), Hon. James V. Barry (Lansing), F. W. Hubbard (Bad Axe), Ralph M. Dyar, Theodore H. Eaton, E. G. Filer (Filer City), M. W. O'Brien, Arthur M. Parker, Cornelius J. Reilly, Walter S. Russel, General George Spalding (Monroe), Thomas Cranage (Bay City), James Dempsey (Manistee), E. W. Sparrow (Lansing), Dudley E. Waters (Grand Rapids), Jere C. Hutchins.

THE MICHIGAN SAVINGS BANK.

Thirty years have elapsed since this solid and ably managed financial institution came into existence, and its history has been one of substantial, merited and constantly growing success. The bank was founded on the 17th of February, 1877, by the late Thomas McGraw and Samuel R. Mumford, the former of whom was president of the institution until 1880, when he resigned, being succeeded by George Peck, who has continuously served as chief executive since that time. The bank's headquarters from the start until Dec., 1907, were in the McGraw building, and were then removed to the Moffat Block, where the appointments and facilities are those demanded in a modern and metropolitan banking house.

The Michigan Savings Bank was originally capitalized for sixty thousand dollars, and its operations were instituted on the 2d of April, 1877. On the 1st of May, 1882, the capitalistic reinforcement was increased to one hundred and fifty thousand dollars. At the present time the capital stock is two hundred and fifty thousand dollars. The first officers of the bank were as here designated: Thomas

McGraw, president; Nicol Mitchell, vice-president; Samuel R. Mumford, secretary and treasurer. The first board of trustees included these officers and also the following named gentlemen: Horace M. Dean, George W. Balch, William Perkins, Jr., Newell Avery, A. G. Lindsay, Julius Stroh, Joseph Kuhn, and George Peck. Upon the death of Mr. Mitchell Mr. Dean succeeded to the office of vice-president, of which he continued incumbent until his death, when J. H. Kaple, former postmaster of Detroit, was chosen to fill the vacant office, which he retained until his death. He was succeeded by C. C. Jenks. Mr. Mumford died on the 24th of May, 1894, and his place as secretary and treasurer was filled by the selection of Charles Emerson.

Following is the personnel of the executive officers and directorate of the Michigan Savings Bank: President, George Peck; vice-presidents, Charles C. Jenks, James D. Standish and James S. Holden; cashier, George Wiley; assistant cashier, Hugh R. Burns. Directors: Lem W. Bowen, Clarence M. Burton, Dexter M. Ferry, Jr., J. B. Ford, W. J. Gray, J. S. Holden, James Inglis, Charles C. Jenks, M. J. Murphy, Thomas Neal, George Peck, Hoyt Post, John T. Shaw, James D. Standish, F. F. Sanford, M. L. Williams, George Wiley.

According to the statement of the Michigan Savings Bank at the close of business September 23, 1908, as called for by the commissioner of the banking department of the state, the capital stock paid in is shown to be \$250,000; surplus fund, \$125,000; commercial deposits, \$900,893.36; certificates of deposit, \$4,017.88; savings deposits, \$1,393,864.45; and savings certificates, \$128,322.79. These figures indicate adequately for the purposes of a publication of this nature how substantial and popular is the institution, whose management has always been conservative and yet progressive.

THE CITIZENS' SAVINGS BANK.

At all periods in her history has Detroit maintained a high reputation for the solidity and able management of her banking institutions, and among the institutions which are

upholding this reputation at the present time is the Citizens' Savings Bank, which exercises most beneficent functions in its various departments and which has the best of capitalistic and executive reinforcement.

The Citizens' Savings Bank was organized March 5, 1885, and succeeded the private banking house of Roberts, Austin & Company, located at 63 Griswold street. The interested principals in the firm of Roberts, Austin & Company were Lorenzo B. Austin, Albert S. Austin and Ephraim K. Roberts. The new bank was capitalized at one hundred thousand dollars and engaged in business with both commercial and savings departments. Its first official corps was as follows: President, Milton H. Butler; vice-president, Cyrus B. Barnes; and cashier, Ephraim K. Roberts. The members of the original directorate were, in addition to the executives just mentioned, as follows: John H. Avery, L. B. Austin, Thomas Berry, William G. Brownlee, Amos Chafee, S. L. Fuller, W. W. Hannan.

On the 5th of May, 1887, Ephraim K. Roberts was elected president, to succeed Mr. Butler, who had declined a re-election. Edwin F. Mack was elected cashier and his father, Christian Mack, president of the Ann Arbor Savings Bank, was added to the board of directors. October 3, 1889, Mr. Roberts resigned, to devote his attention to other business interests, and Christian Mack was elected to the presidency. In January, 1890, the bank decided to place itself under the banking law of 1888, and took out a certificate with the commissioner of banking. On April 29th of the same year the capital stock was increased to two hundred thousand dollars, and the offices were removed to more spacious and eligible quarters, in the Newberry building. At this time also the following officers were elected: Collins B. Hubbard, president; Richard H. Fyfe, vice-president; Edwin F. Mack, cashier; and Frank F. Tillotson, assistant cashier. In May, 1895, the bank was removed to its present handsome offices in the Chamber of Commerce building. July 1, 1898, Frank F. Tillotson was elected cashier, to succeed Edwin F. Mack, resigned, and at the

annual election in the following December Richard H. Fyfe was elected to the presidency, upon the resignation of Mr. Hubbard. Hugh Wallace is now vice-president; Mr. Tillotson, cashier; F. J. Kirts, assistant cashier; and Charles E. Bryant, auditor. The attorneys of the bank are the firm of Barbour & Field, and the directorate is as follows: Levi L. Barbour, Thomas Berry, David S. Carter, Richard H. Fyfe, Frank Filer, James H. Flinn, Gaylord W. Gillis, Charles A. Kent, W. F. Jewell, George Osius, Hugh Wallace, and Frank F. Tillotson. The bank is a depository of the city of Detroit and the state of Michigan. Its surplus fund is fifty thousand dollars, and its undivided profits in excess of ten thousand dollars.

THE DETROIT TRUST COMPANY.

In the stability, scope and management of her financial institutions Detroit has a source of just gratulation and pride, and among the prominent concerns exercising important functions and fortified by all that is reliable in executive control and capitalistic reinforcement, is the Detroit Trust Company, which has gained distinctive priority within the comparatively few years of its existence.

The articles of incorporation of the Detroit Trust Company were approved by the state on the 8th of December, 1900, and the first meeting of the stockholders was held on the 17th of the same month, when the following named gentlemen were chosen to constitute the first board of directors: Henry Stephens, Theodore D. Buhl, Henry P. Baldwin, James N. Wright, Henry L. Kanter, Chester G. White, Elisha H. Flinn, Sidney T. Miller, Ammi W. Wright, George Peck, James E. Davidson, Edwin C. Nichols, Henry B. Joy, Rasmus Hanson, Edward H. Butler, Eldridge M. Fowler, James McGregor, Frank W. Eddy, Charles A. Dean, James Edgar, Charles M. Heald, John H. Avery, Merton E. Farr, Fred E. Driggs, Oren Scotten, Alexander McPherson, and Frank W. Gilchrist.

At the initial executive meeting of the board of directors, on December 20, 1900, the fol-

lowing officers were elected: President, Alexander McPherson, and vice-presidents, Theodore D. Buhl and Henry Stephens. The company inaugurated its active business on the 5th of January, 1901, its offices being located on the second floor of the building at Nos. 82 and 84 Griswold street. George L. McPherson was incumbent of the office of treasurer of the company from the time of its formal organization until December 1, 1902, and on the 1st of March, 1903, Howard J. Leshner succeeded him in this important office, of which he has since remained the able and popular incumbent. In 1903 also Henry Stephens resigned his position as vice-president, and he was succeeded by Edward H. Butler, who is still serving in that capacity. On the 6th of May, 1901, Ralph Stone entered the service of the company in the office of assistant secretary, and later he was elected secretary, which office he still retains, proving a most discriminating executive officer and supervising the details of the office with an exactitude and care that have gained to him the unequivocal commendation of the interested principals in the institution.

The Detroit Trust Company is capitalized for \$500,000, and its business has shown a steady and gratifying expansion, placing it already among the leading concerns of the kind in the state. Its surplus fund at the present time is maintained at the same figure as its capital stock—five hundred thousand dollars, and its undivided profits amount to \$554,794.85. The trust deposits of the institution, as shown in the report of its condition at the close of business September 23, 1908, as called for by the commissioner of the banking department, reach the noteworthy aggregate of \$2,094,679.37.

THE NATIONAL BANK OF COMMERCE.

The financial and industrial interests of the commercial world have long maintained as their regulators and conservators the banking institutions, and upon the stability and proper systematization and management of the latter must depend the solidity and strength of practically all other lines of business enterprise.

Detroit is especially favored in the extent and character of her banking institutions, and one of the more recent but none the less representative and stable concerns of this sort is that whose name appears as the heading of this article. This bank, whose offices are located in the Union Trust Building, opened for business on the 1st of June, 1907.

In a brochure issued by the bank in the month following its initiation of business appeared the following pertinent statements: "The National Bank of Commerce of Detroit was organized by young business men who are in intimate practical connection with various lines of active business. It represents the aggressive, progressive and at the same time conservative commercial and manufacturing elements of the city of Detroit. The officers are all in daily active attendance at the bank to give prompt attention to the interests of our customers. The small depositor is made as welcome as the large. Our aim is first that this bank shall be strong by its conservatism and large by its aggressiveness." These forceful statements bear their own significance and truly denote the policy of the bank, whose success has been pronounced from the start.

The National Bank of Commerce received its charter under date of April 24, 1907, and its designated number is 8703. The one most prominent in the promotion of the organization of the new institution was its present cashier, Henry H. Sanger, of whom individual mention is made in this publication. The original and present officers of the bank are as follows: Richard P. Joy, president; William P. Hamilton, vice-president; Henry H. Sanger, cashier; and Charles R. Talbot, assistant cashier. Concerning the personnel of the directorate the following data are entered: Frederick M. Alger is president of Alger, Smith & Company and vice-president of the Manistique Railway Company; William M. Davies is president of the Acme White Lead & Color Works; Edwin Denby is a representative lawyer of Detroit and member of congress from the first district of Michigan; Francis T. Dwyer is president of the Standard Foundry Company; Ralph M. Dyar is secre-

tary of the Trussed Concrete Steel Company and president of the Mexican Crude Rubber Company; G. B. Gunderson is secretary and treasurer of the Detroit Stove Works and vice-president of the Northern Motor Car Works; Charles H. Hodges is second vice-president of the American Radiator Company and president of the Detroit Lubricator Company; James Inglis is president and manager of the American Blower Company; Lewis H. Jones is president of the Detroit Copper & Brass Rolling Mills; Richard P. Joy is ex-controller of the city of Detroit, vice-president and treasurer of the Detroit Union Railroad Depot & Station Company, and vice-president of the Detroit Copper & Brass Rolling Mills; Edward M. Mancourt is western manager of the Fairmont Coal Company, Southern Coal & Transportation Company, Somerset Coal Company and Consolidated Coal Company; Edwin H. Nelson is president of Nelson, Baker & Company, of Detroit; John S. Newberry is president and general manager of the Detroit Steel Casting Company; Dr. R. Adlington Newman is manager of the estate of the late Daniel Scotten; Edward D. Stair is president of the Detroit Free Press Company and the Detroit Journal Company; Frederick K. Stearns is president of Frederick Stearns & Company, of Detroit; Dr. Ernest T. Tappey is a practicing physician and secretary of the Universal Button Company; Benjamin S. Warren is a lawyer and president of the Hutchins Car Roofing Company; Charles B. Warren is a lawyer and president of the Michigan Sugar Company; Dudley E. Waters, of Grand Rapids, is president of the Grand Rapids National Bank and vice-president of the Michigan State Telephone Company. This constitutes assuredly a list of representative and active business men and capitalists, and the bank is thus fortified in all that is strong through the interposition of men of standing and worth.

The National Bank of Commerce is capitalized for seven hundred and fifty thousand dollars, all of which amount is paid in. The surplus fund is one hundred and fifty thousand dollars and the deposits aggregate over two million dollars.

In a circular recently issued the bank calls attention to the following pertinent facts: That at no time during the recent panic was the bank below the required legal reserve; that it had called no loans whatever during this panic and had in every way been of service to the community at large; and that it has paid out currency on demand at all times since the bank was organized.

DETROIT SAVINGS BANK.

One of the oldest and most substantial and popular of the banking institutions of Detroit is that whose title is here noted. The Detroit Savings Bank dates its inception back more than half a century, being the successor to the Detroit Savings Fund Institute, which was incorporated March 5, 1849, being the first institution in Michigan to receive deposits and pay interest on the same. Its charter was granted by Governor Epaphroditus Ransom, who appointed the following board of trustees: Elon Farnsworth (ex-chancellor of the state), Shubael Conant, Zina Pitcher, David Smart, Charles Moran, George M. Rich, John Palmer, Levi Cook, James A. Hicks, Benjamin B. Kercheval, and Gurdon Williams.

The Detroit Savings Fund Institute was differentiated from the banking institutions of the present day in one important particular. It was incorporated without capital stock and was conducted upon the co-operative plan, the depositors sharing the profits on a mutual relative basis. This plan of banking was then much in vogue in the eastern states, and in some districts in that section of the Union obtains at the present time. Elon Farnsworth was chosen first president of this important pioneer banking institution and continued in this chief executive office until his death, which occurred in 1877. This bank was for many years without competition in its prescribed field of operation, and numbered in its directorate many of the most prominent and influential men of Detroit, among the number being the following: Henry N. Walker, Governor Henry P. Baldwin, Henry Ledyard, Samuel Lewis, Henry P. Bridge, Edward Lyon, Will-

ard Parker, Edmund Trowbridge, Alexander Chapoton, Sr., Thomas Ferguson, George Jerome, William K. Muir, Alexander Lewis, and Sidney D. Miller.

On the 10th of July, 1871, the bank was reorganized under the name of the Detroit Savings Bank, which title has since been retained. It was at this time incorporated with a capital stock of two hundred thousand dollars, and the charter granted had a double liability clause, for the more effective protection of its depositors. Elon Farnsworth was continued in the presidency of the new institution and remained in this position until his death, as has already been noted in this context. When he was called from the scene of life's endeavors, in 1877, after a career of unqualified distinction and honor, he was succeeded in the presidency by Alexander H. Adams, the cashier, who retained both offices thereafter until 1882, when he retired from the position of cashier, though remaining incumbent of the office of president until his death, in the following year. The next head of the institution, Sidney D. Miller, was chosen from the board of directors, and, like his predecessors, he proved a most able and popular executive, holding the presidency until his demise. He was succeeded by the present incumbent, Dewitt C. Delamater, one of the honored business men and substantial capitalists of the metropolis of the state.

It is consonant that in this brief review mention should be made of other prominent citizens who have served as members of the board of directors of this fine old banking house. F. B. Sibley was a director for twenty-five years and also served as vice-president; Hon. James McMillan was a director for twenty-seven years; George Hendrie, who is now one of the oldest bank directors living in Detroit, has been a valued member of the board for the past thirty years; and others who have done most effective service have been Charles A. Dean, D. C. Delamater, Sidney D. Miller, E. A. Chapoton, M. D., and W. K. Anderson.

The present executive corps of the Detroit Savings Bank is as follows: D. C. Delamater, president; Charles A. Dean, vice-president; E.

C. Bowman, assistant to the president; Cyrus Boss, cashier; and T. F. Hancock, assistant cashier. The board of directors comprises the following: George Hendrie, D. C. Delamater, Charles A. Dean, W. K. Anderson, E. A. Chapoton, M. D., Philip H. McMillan, Sidney T. Miller, Strathearn Hendrie, Arthur M. Parker, and John M. Dwyer.

The rate of interest paid by the Detroit Savings Bank on savings accounts is three per cent., and since its organization there have been more than one hundred thousand accounts opened, while it has paid to its depositors in interest more than one-half millions of dollars.

In 1900 the capital stock, paid in, was increased to its present figures, \$400,000, and the official report of the bank at the close of business September 23, 1908, as called for by the commissioner of the banking department, shows that it has a surplus of \$400,000; undivided profits, net, \$235,888.40; commercial deposits, \$704,167.05; and savings deposits of \$7,278,639.69. The history of the bank has been one of consecutive and splendid growth and prosperity, and it has ever maintained an inviolable hold upon the confidence of the public. This venerable banking concern merits consideration in every publication which touches the annals of the city of Detroit and the history of financial operations in the state. The present banking offices are in commodious and finely equipped quarters in the Penobscot building.

THE WYANDOTTE SAVINGS BANK.

As one of the substantial, popular and ably conducted financial institutions of Wayne county this bank is entitled to definite consideration, and it affords to the city of Wyandotte facilities which are greatly appreciated.

The Wyandotte Savings Bank was organized in 1871, on the 11th of November of which year it was incorporated under the laws of the state, with a capital of fifty thousand dollars. The enterprise was promoted by John S. Van Alstyne, who has been president of the bank from its inception and who is one of the most honored pioneers and influential

citizens of Wyandotte. He secured the support of Frederick B. Sibley, George Hendrie, and William H. Zabriskie, all of Detroit, and these gentlemen were associated with him in the organization of the new institution. Other prominent men who were represented on the first board of directors were Dr. Edmond P. Christian, of Wyandotte; Samuel L. Potter, manager of the Rolling Mill Company; Oscar T. Brinton, manager of the blast furnace of the same company; and Simon Mandelbaum, of Detroit, well known in connection with the organization of the famous Calumet & Hecla Company, which controls the greatest of the copper mines of the northern peninsula of Michigan. Frederick B. Sibley was vice-president of the bank from the beginning until his death, in 1907, and since that time George Hendrie has held this office. William Van Miller was the first cashier and held this office until 1897, when he was succeeded by the present incumbent, Frederick E. Van Alstyne, a son of the president of the institution. The bank has been conducted according to conservative methods, has secured the financial co-operation of men of the highest standing in the business world, and has well merited the public confidence which it has ever enjoyed. The bank has at the present time in earned surplus and undivided profits a fund of forty-five thousand dollars.

THE DIME SAVINGS BANK.

Among the leading institutions of Detroit and the state this bank holds a position of no little relative priority and popularity, and in its operations it is fortified by the support of representative capitalists and business men as officers and stockholders and by the impregnable strength of management and control.

The Dime Savings Bank of Detroit was organized in the year 1884, with a capital of sixty thousand dollars, and it initiated business on May 1st of that year. The personnel of its first board of directors was as follows: A. M. Henry, S. M. Cutcheon, J. E. Scripps, William Livingstone, Jr., J. L. Hudson, William Hull, R. J. F. Roehm, E. W. Voigt, and C. A. War-

ren. The first officers of the new institution were as follows: Sullivan M. Cutcheon, president; James E. Scripps, vice-president; and Frederick Woolfenden, cashier. A. M. Henry served as president from May 1, 1884, until May 24, 1884.

The year following the opening of the bank its capital stock was increased to one hundred thousand dollars, and in 1887 a further increase was made, to the amount of two hundred thousand dollars. At the present time the capital stock, paid in, is five hundred thousand dollars. Upon the death of Mr. Woolfenden, in 1891, Charles A. Warren, one of the original directors and for many years city passenger and ticket agent of the Michigan Central Railroad, became cashier, an office of which he has since remained incumbent.

On the 18th of April, 1900, S. M. Cutcheon, who had for six years been the able and honored executive head of the bank, was called from the scene of life's activities, after a career of signal usefulness and inviolable integrity. To his conservative management and financial acumen and to his devotion to the advancement and stability of the bank's interests its growth was in a large measure due. He was succeeded in the presidency by William Livingstone, who is one of the best known of the representative business men of Detroit, where his interests are wide and varied, and who has well upheld the prestige of the institution through his wise and careful policy and broad grasp of affairs. He is extensively interested in lake shipping and general marine affairs, is president of the Lake Carriers' Association and the Michigan Navigation Company. He is ex-president of the Detroit Board of Trade, ex-collector of the port of Detroit, and ex-president of the Detroit park and boulevard commission. He is a prominent and valued member of St. Andrew's Society and the Fellowcraft Club, of each of which he has served as president, and is ex-vice-president of the American Bankers' Association and ex-president of the Michigan State Bankers' Association. For many years he was publisher of the Detroit Journal, which has long been recognized as one of the leading daily newspapers of the central states. The vice-presidents are George H. Barbour and Joseph L. Hudson. Mr. Barbour is vice-

president and general manager of the Michigan Stove Company, one of the largest concerns of the kind in the world, and is ex-president of the Manufacturers' Association of the United States. Mr. Hudson has long been known as one of the merchant princes of the state, being president of the J. L. Hudson Company, of Detroit. The other executive officers are: Charles A. Warren, cashier; L. C. Sherwood, David S. Carnegie and Charlton E. Partridge, assistant cashiers; and George T. Breen, auditor. The full personnel of the directorate is as follows: William Livingstone, George H. Barbour, Joseph L. Hudson, James B. McKay, Bethune Duffield, Marshall H. Godfrey, Augustus C. Stellwagen, Silas P. Hovey, Aaron A. Parker, John Pridgeon, Jr., James E. Dana-

This bank was founded primarily for the purpose of attracting small depositors, and her, and Charles A. Warren.

under the capable management of its officers and directors it has overtaken some of its older competitors, has built up a commercial business of large volume, and is one of the staunch financial institutions of the city of Detroit. According to its official statement of September 23, 1908, the bank has a surplus fund of \$250,000; undivided profits, net, \$36,675.10; commercial deposits, \$1,565,030.43; and savings deposits, \$3,433,272.86.

THE HOME SAVINGS BANK.

Distinctively unique in the history of the banking institutions of Detroit is that of the Home Savings Bank, whose record has been that of conservative and discriminating management when operations were conducted upon a modest scale, while the same has held true in the amplification of the functions of the bank to so great an extent as to place it among the leading financial institutions of the state.

This bank was organized in December, 1888, its charter being granted on the 11th of that month. The bank was incorporated with a capital stock of two hundred thousand dollars, of which amount one hundred and twenty thousand dollars were paid in as the practical basis of operations. The institution initiated business in January, 1889, and its offices were at first located in the McGraw building. The

prime object of the promoters and organizers was to build up a savings and commercial bank, without relying up the handling of accounts from country banks, whose exchange business entails much care and labor and offers little profit to the city institutions handling the same. The Home Savings Bank had its original stock well distributed in safe keeping, though its principal holders were not largely of the heaviest capitalistic class. It has been signally favored in having from the start to the present a chief executive who, though he had not had practical experience in banking, was well fortified for the duties of the presidency, as he had been a particularly successful business man, endowed with great pragmatic ability and animated by that integrity and liberality which are so essential in the proper handling of the affairs of a bank. Of the honored president, James McGregor, individual mention is made elsewhere in this work, and to the article in question reference may be made for a succinct outline of his business career.

The first official report of the Home Savings Bank was issued March 30, 1889, after it had been doing business about three months, and it is interesting, in view of its standing today, to revert to the fact that in this report its resources were shown to aggregate \$274,-871.71. In an appreciative article published in the Michigan Investor concerning this institution, the following words are worthy of reproduction and consequent perpetuation in this volume: "Its history has been closely associated from the start with the most conservative business interests of the city and for more than the latter half of it with some of the most powerful. The influence of a single strong man, now, as from the start, its president, who did not intend to become a banker when the institution was organized but who accepted its presidency because his friends rather forced him into it, is traceable the entire growth and policy of the institution."

In May, 1894, the bank removed from the McGraw building to its present attractive quarters in the building erected primarily for its accommodation, on the corner of Michigan avenue and Griswold street, opposite the city

hall, the building having been erected and fitted up by the president of the bank. At that time the offices were unexcelled by those of any other banking institution in the state, and they still remain of high comparative standard, notwithstanding the many fine buildings which have since been erected in Detroit with special provision for banking business. In the year of removal began the period of marked growth and expansion in the business of the Home Savings Bank. The present cashier, in June of that year, succeeded the original incumbent of the office, John S. Schmittiel, and he had the distinction of being at the time the youngest bank cashier in Michigan, having been but twenty-five years of age at the time of his promotion to his responsible office but having literally grown up in the banking business, in which he had developed distinctive executive power and a thorough comprehension of details, so that he was well fortified for the duties devolving upon him. Ably seconding the policy of the president of the bank, he has done much to further the upbuilding of an institution which now holds high rank among the banking concerns of the state of Michigan. He has been connected with the bank from the time of its organization, and he has won his advancement through the various grades to his present office, in which he has made a most admirable record.

The Home Savings Bank now conducts its business upon a capital stock, paid in, of four hundred thousand dollars, and it has a surplus fund of three hundred thousand dollars. From its statement of September 23, 1908, are derived the following significant items relative to its resources: Commercial deposits, \$1,276,-017.01; certificates of deposit, \$23,149.20; due to banks and bankers, \$94,583.78; certified checks, \$5,962.12; savings deposits, \$4,133,-150.02; savings certificates, \$93,210.13; undivided profits, net, \$50,108.55. In view of the significance of this record and the necessary limitations prescribed for this descriptive article, it is needless to enter into farther details concerning the magnificent growth of this popular institution. Its functions as a savings bank are specially well ordered and beneficent.

Its facilities in this department are in every way admirable, attracting a most desirable class of patrons.

The present officers of the Home Savings Bank are as follows: James McGregor, president; W. K. Anderson, vice-president; Charles I. Farrell, vice-president; Julius H. Haass, cashier; Edwin J. Eckert and Arthur E. Loch, assistant cashiers; William H. McClenahen, manager of the Michigan avenue branch; Henry A. Schulte, manager of the Gratiot avenue office; Alfred B. Tapert, manager of the Mount Elliott avenue branch; and U. Grant Race and Walter F. Haass, attorneys. The following named constitute the directorate of the bank: James McGregor, W. K. Anderson, Charles I. Farrell, Orla B. Taylor, Frederick Guenther, Ralph Phelps, Jr., George H. Clipper, Emory W. Clark, Leartus Connor, and Julius H. Haass. This bank was the pioneer in the establishing of branch offices to meet the legitimate demands of and furnish accommodations to the citizens of sections far removed from the central institution. The policy has proven a wise one in every respect and has been emulated by other leading banking houses of the city.

The bank makes loans on improved real estate in Detroit and Wayne county only. Loans are made of only small amounts,—to home builders, small manufacturers and merchants,—so that the loss of any loan or number of them could not affect the bank to any extent.

THE NATIONAL LOAN & INVESTMENT COMPANY.

For the exercising of two specific and important functions was effected the organization of this company, which was incorporated under the laws of the state in November, 1889. Its primary objects have thus been succinctly stated: First, to assist those who desired to buy or build homes to pay off an indebtedness upon them by small monthly payments, covering a period of years; and, second, to furnish a safe depository for the funds of its members having regular incomes from salaries, wages or any other source, and to enable them systematically to lay aside a portion of their in-

come each month, to which reserve should be added a proportionate amount of the profits of the business until the deposits, together with the profits upon the same, had reached a certain definite amount, when that amount would be paid to the investor in a lump sum.

The company has now been in operation for nearly a score of years, and within this time it has accomplished a most beneficent work. Through its instrumentality have been built and paid for more than eight thousand homes, and through its medium thousands of persons have been enabled to accumulate sums ranging from one hundred to several thousands of dollars. Its receipts and disbursements, based principally upon small transactions in the lines mentioned, have reached at the opening of the present year (1908) more than thirty millions of dollars,—a statement which bears its own imperial significance. The company has without exception promptly met every demand placed upon it and its present undivided profits are one hundred and thirty-two thousand dollars. From an article descriptive of this valued institution of Detroit and appearing in Wendell's history of banks and banking in Michigan, is made the following pertinent extract: "This company is prohibited by law from accepting any commercial risks whatever or from making loans upon anything but its own stock up to ninety per cent. of its cash withdrawal value, and upon real estate worth not less than double the amount of the loan. One of the greatest and most beneficent functions exercised by the company is its demonstration of the value of monthly-payment system of discharging mortgages."

The National Loan & Investment Company now has well appointed and spacious offices at 204 Griswold street, and its business has from the start been of the most substantial order, based upon the supervision of men of ability and capital and upon conservative but distinctly progressive management. Its capital stock paid in is \$2,553,803.50 and the present officers of the company are as here noted: James H. Tribou, president; Fred P. Todd, vice-president; Frank B. Leland, secretary; Laverne Bassett, assistant secretary; and Joseph B. Standart, treasurer.

LEADING
Industrial and Commercial
Institutions

PARKE, DAVIS & COMPANY.

Of primary and most insistent relevancy to the industrial and general commercial history of the Michigan metropolis is the record of the splendid corporation whose title initiates this article. There can be no measure of inconsistency in saying that of all the great concerns which have contributed to the commercial advancement and prestige of Detroit none other has been a factor of so distinct importance as has Parke, Davis & Company, whose establishment is the largest of the kind in the world, whose business ramifications have carried the name of Detroit into all quarters of the globe, and whose beneficent influence, by very reason of products sent forth, has transcended the bounds of mere commercialism and made for the wellbeing of humanity. This statement will readily be understood when recognition is had of the scope of the magnificent enterprise of the company,—manufacturers of pharmaceutical products, new chemicals, digestive ferments, empty capsules and other gelatin products, pressed herbs, etc.; propagators of vaccines, serums, antitoxins and other biological products; and importers of crude vegetable drugs, oils, etc., in original packages. The great main laboratories and general offices of the company are in Detroit, and the extent of the plant is indicated in the fact that six city blocks are owned and utilized by the company,—Atwater, Guoin and Wight streets, between Joseph Campau avenue and Walker street. Branch laboratories are maintained in Walkerville, Ontario, and London, England, and branch warehouses are to be found in New York city, Baltimore, New Orleans, Chicago, St. Louis, Kansas City, Minneapolis, and Indianapolis, United States of America; and in the following named foreign cities: Montreal, Quebec; Sydney, Australia; Bombay, India; St. Petersburg, Russia; Tokyo, Japan; and Buenos Ayres, Argentina. The capital stock of the corporation at the present time is eight million dollars, and the personnel of the official and executive corps is as here noted: Frank G. Ryan, president; David C. Whitney and Henry M. Campbell, vice-presidents; Ernest

G. Swift, secretary and general manager; and George Hargreaves, treasurer.

The history of the inception and development of every large industrial enterprise invariably presents varied phases, each bearing its specific and analytical interest, but of these several presentations it is quite probable that to the general reader only one may be of individual interest. Thus in a publication of the province assigned to the one at hand there is no propriety in entering into a scientific review of the development of the great industry represented by Parke, Davis & Company. Rather should the object be to convey to the reader a conception of the relative importance of the enterprise as bearing upon the commercial precedence of Detroit and to offer succinct statements as to the generic scope of the business. Those who are not particularly concerned in the nature of the products which Parke, Davis & Company scatter so extensively over the world that there is probably not a civilized country, and few semi-civilized, where their label may not be found, will nevertheless be entertained and perhaps instructed by the prosaic recital of the principal incidents which mark the commercial development of the enterprise.

On the 7th of May, 1867, Dr. Samuel P. Duffield and Messrs. Hervey C. Parke and George S. Davis organized a partnership under the title of Duffield, Parke & Company, and prepared to engage in the manufacturing of pharmaceutical preparations. Their first laboratory, which was one of very modest order, was established at the corner of Cass avenue and Henry street, in the city of Detroit. This formed the nucleus around which has been evolved the gigantic enterprise now controlled by Parke, Davis & Company. In 1869 Dr. August F. Jennings succeeded Dr. Duffield as a member of the firm, whose title was thereupon changed to Parke, Jennings & Company. In 1871 Dr. Jennings retired, and Messrs. William H. Stevens and John R. Grout became special partners. With this change was inaugurated the present title of Parke, Davis & Company, which has thus obtained for

nearly forty years. With the retirement of Dr. Jennings, Messrs. Parke and Davis became the active partners and managers of the business. It should be remembered that at that time Detroit had not become widely known as a manufacturing city. The founders of this great house could scarcely have had a conception that their operations would reach beyond the circumscribed confines of the territory then supplied by Detroit's wholesale and manufacturing concerns. The business, however, developed to such an extent that it was regarded as an unwise policy to allow it to remain subject to the radical changes in methods and control which might be entailed by the death or retirement of a partner, and on the 14th of January, 1875, the business was incorporated, under the title of Parke, Davis & Company, with a capital stock of one hundred and twenty-five thousand dollars, of which eighty-one thousand, nine hundred and fifty dollars were paid in. The names of the incorporators and first board of directors were: Hervey C. Parke, George S. Davis, John R. Grout, William H. Stevens, and Harry Tillman. The president was Mr. Parke, the secretary, Mr. Davis, and the treasurer, Mr. Tillman.

The consecutive expansion and development of this corporation is marked in no more emphatic way than by the successive increases in its capital stock, brought about by the necessity of augmenting its capacity and facilities or of making proper provision for the utilization of its earned surplus. In 1881 the capital stock was increased to two hundred and fifty thousand dollars; in 1884 to five hundred thousand dollars; in 1887 to one million dollars; in 1895, when the expired term of its corporate existence was extended, to two million dollars; in 1903 to four million dollars; and in 1907 to eight million dollars. But the growth has been indicated with almost equal significance by the successive enlargements of the company's plant. The somewhat obscure quarters at the corner of Cass avenue and Henry street continued to be utilized until 1873, when the firm acquired about four-fifths of an acre, comprising somewhat less than the east half of the block bounded by Joseph Cam-

pau avenue, Guoin street, McDougall avenue and Atwater street, and upon this site an unpretentious brick building of two stories was erected. These quarters, however, were very capacious as compared with those originally secured by the firm. It was thought that the new building would meet all requirements for many years, but in 1879 it was found necessary to enlarge the laboratory building, and this was accomplished by the erection of an addition two stories in height and two hundred and forty by sixty feet in dimensions, on the river front of the lot. At the same time an office and shipping building, sixty feet square and three stories in height, was erected. In 1880 the laboratory was further enlarged, by an addition two stories in height and two hundred feet long by twenty feet wide. In the spring of 1883 a three-story building, for crude-stock and printing purposes, was erected on the parallel wing, forming an extension of the original laboratory building, sixty by two hundred feet. With this improvement the laboratory occupied the entire tract of land originally secured, with a court in the center. It was realized as imperative that more ground should be secured, and the remainder of the block was therefore purchased by the company, which soon afterward purchased also the block immediately to the north. The acquisition of surrounding property was extended from year to year, to meet the demands of the ever expanding business, and the company now own and utilize thirteen and one-third acres, comprising practically six city blocks of the average size. The building operations of the company have been almost unparalleled. Omitting mention of small, subsidiary structures, the following data are worthy of consideration. The office building erected in 1879, although apparently adequate for years to come, was soon found to be too small for its purposes, and in 1887 a new office building, one hundred by sixty feet, was erected, to be devoted solely to office and shipping purposes. The significance of this greatly enlarged provision as taken in connection with the growth of the business is shown in the fact that at the present time several of the office departments

have been crowded out of the same, for lack of room. What was conceived at the beginning to be ample space for the storage of finished packages, and for packing and shipping, is now devoted entirely to counting-room purposes. The second story has been increased in size by additions and is devoted entirely to the offices of the executive officials, the managers, and the purchasing and sales departments. The third story accommodates a large force of general clerks and stenographers, in addition to the legal department and the department of animal industry. The fourth story has been refinished for the use of the department devoted to the publications in which the company is interested. In 1890, in order to meet requirements for manufacturing and storage, a building three stories in height and sixty feet deep was extended around the block, occupying one hundred and twenty-five feet on Atwater street, two hundred feet on Joseph Campau avenue, and two hundred and fifty-seven feet on Guoin street. This brought about the enclosure of the entire square.

The development of the biological department necessitated the acquirement of two massive buildings originally erected by the late Hiram Walker for car-building purposes, but never so used. In 1899 the company, after having acquired the block between Guoin and Wight streets, erected thereon a three-story building, five hundred and eighteen feet long and sixty feet deep. About the same time was also effected the purchase of the building previously erected by the United States Capsule Company, on the northeast corner of Joseph Campau avenue and Wight street. In 1903 was erected the fine scientific building, three stories in height and sixty by one hundred and sixty feet in dimensions, and this is devoted almost entirely to research work in chemistry, biology, etc. Its equipment is undoubtedly unexcelled by that of any other of the kind in the world,—either in connection with a manufacturing industry or collegiate institution. It is well understood to-day that all the phenomena of life are to be explained on the basis of chemical and physical laws, and it is partly because of a clear recognition of this fact that

biological chemistry has gained the eminence it has now reached as a division of biology. It has furnished direct and positive aid to physiology and both practical and experimental medicine, and Parke, Davis & Company have accomplished a wonderful work in this field of research and development. In 1905 was completed the large three-story structure which is now used entirely for shipping purposes and finishing stock, and which has an aggregate floor space of one hundred and thirty-seven thousand, seven hundred and sixty square feet. A new four-story building with basement, four hundred and ten by sixty feet, was completed in 1908, and was occupied in July of that year. This gives the institution a total floor space aggregating fully 16.68 acres.

In the number and character of employes and in the equipment of machinery and other facilities the same steady progression has been marked. At the initiation of the enterprise not more than twenty persons were demanded in conducting the same, and at the present time the requisition is from two thousand to twenty-five hundred in connection with the main establishment in Detroit. The number engaged in manufacturing operations means little to those unfamiliar with the technique of the industry under survey, but it can not be inappropriate to state at this juncture that to-day there are employed in manufacturing departments at the laboratories of Parke, Davis & Company in Detroit about two thousand persons; in the Canadian laboratories three hundred, and in the Continental laboratories, at Hounslow, England, two hundred and fifty persons. In the last mentioned are manufactured only such products as can not be more economically imported. The sales department in Detroit engages the attention of two hundred and fifty office employes and commercial travelers, and a combined force of about three hundred and sixty traveling representatives are scattered through the various branches. In manufacturing, assembling, packing and shipping, employment is given to about twenty-five hundred persons.

There is an ethical and sentimental side to every successful business enterprise. Early in

its history this important concern recognized certain marked deficiencies in manufacturing pharmacy, and at once undertook to correct them. The management also conceived the idea that there was no reason why the manufacturing pharmacist should not take the same interest in the scientific problems that confronted the physician in his practice or the professor in his college. Scientific men, investigators and students in medicine and pharmacy, were at first suspicious of this commercial intruder in their domain, but soon gave it their confidence and recognized it as a most valuable coadjutor; the more so because it eschewed certain business methods and practices which medicine and pharmacy had come to regard as unethical and as prejudicial to public health.

It may well be noted that long before the possibilities of serum-therapy and biologic pharmacy had dawned upon the world of medical and pharmaceutical science, Parke, Davis & Company explored the unknown botanic field, and expended large treasure in investigation and experimentation. The layman will best appreciate the importance of this work when he learns that *Cascara Sagrada*, than which there are probably not more than four or five drugs in more common use, was introduced to the medical profession by Parke, Davis & Company. Other such botanic drugs evolved and exploited by this great concern are: *Grindelia Robusta*, *Guarana*, *Coca*, *Yerba Santa*, *Tonga*, *Manaca*, *Chekan*, *Boldo*, *Jaborandi* and *Cocillana*.

In the field of biologic chemistry and serum-therapy, Parke, Davis & Company occupy an advanced position. In 1894, when the virtues of diphtheria antitoxin had been heralded throughout the world and the supplies were limited to what was produced in Germany, the United States congress was considering the proposition of appropriating twenty-five thousand dollars for the manufacturing of antitoxin in this country. At this juncture, as was announced in an Associated Press dispatch at the time, Parke, Davis & Company had already anticipated the demand and concluded

experiments and arrangements which would enable them to supply it.

This concern's reputation for progressiveness has naturally brought to its attention many discoveries and improvements in medicine and pharmacy. Its policy has always been to carefully test and try out every preparation thus brought to its consideration. More often than otherwise the discovery is found to be of no value or impracticable for utilization in large manufacturing operations, but from the whole some valuable products, such as *Taka-Diastase*, for illustration, have been added to the physician's armamentarium. *Adrenalin* is another valuable example of the company's initiative in scientific investigation.

It can not be doubted that nothing has more signally conduced to the phenomenal success of Parke, Davis & Company than the high plane of pharmaceutical integrity on which its operations have ever been maintained. Regarding quality and therapeutic efficiency as of the utmost importance, the company have wonderfully improved the standards of the different pharmaceuticals existing at the time they came into the field, and the name itself of the concern is a voucher for the maximum of excellence in all products. Improvements have been made which insure the uniform quality of fluid extracts; the permanency and assimilability of gelatine-coated products, and likewise has essential perfection been attained in sugar and gelatine-coated pills, elixirs and other of the various forms in which remedial agents are presented to the physician. The confidence which is given to Parke, Davis & Company by the medical profession of the world and the consequent patronage accorded, are a natural recognition of the concern's co-operative efforts in medical and pharmaceutical progress.

With the company have been identified a number of the representative capitalists and business men of Detroit, and changes have occurred from time to time, due to death, commercial exigencies, etc. To enter into details concerning all those who have been officers and stockholders of the corporation is, as a matter of course, apart from the scope of such

an article as is here entered concerning one of Detroit's most magnificent industrial and commercial institutions and one in which the city has long taken a just and commendable pride.

THE DETROIT & CLEVELAND NAVIGATION COMPANY.

Since the dawn of its history as a civilized community Detroit has found appreciation of its unexcelled water-transportation facilities, and among the agencies which have fostered the development of these natural advantages none has been and continues more prominent and effective than that exerted by the corporation whose name initiates this article. Its history dates back more than a half century and its fleet of vessels comprises the highest examples of marine architecture known to lake-marine navigation. The company has exerted a most potent influence in the industrial and civic development of the Michigan metropolis in its advancement to a position of importance among the leading industrial, financial and commercial centers of the United States, and a brief review of its history is demanded in this publication.

The first passenger and freight service to be established between the cities of Detroit and Cleveland was initiated in the year 1850, when the steamers "Southerner" and "Baltimore" were placed in commission between these ports by Captain Arthur Edwards. These steamers covered the route during the seasons of 1850-51, and were succeeded in 1852 by the "Forest City," completed that year for John Owen and associates and run jointly with the steamers "St. Louis" and "Sam Ward," owned by E. B. Ward & Company. In 1853 the steamers "May Queen," built that year, and the "City of Cleveland," built the year previous, succeeded the former vessels on the route. In 1855, the steamer "Ocean" was added with a view to operating both day and night lines. This arrangement continued during the season of 1855, and a portion of that of 1856, when the "Queen" was laid up, due to unremunerative business. The seasons of 1857-61, inclusive, saw the route covered by the "May

Queen" and the "Ocean." In 1862, the "Morning Star" was completed and displaced the "Ocean," and then during the latter part of the season the "City of Cleveland" displaced the "May Queen." The route was covered during the years 1863-66, inclusive, by the "Morning Star" and the "City of Cleveland." In 1867, the "R. N. Rice" was completed and displaced the "City of Cleveland." The business at this time was operated as the Detroit & Cleveland Steamboat Line and was run in connection with the Michigan Central Railroad, affording the latter company a water route to Cleveland from Detroit, at that time its eastern terminus; and the service was known and advertised as the Michigan Central Railroad Line. The business was conducted under the management of John Owen, who was heavily interested, and its local affairs were taken care of by Keith & Carter, at Detroit, and by L. A. Pierce, at Cleveland, acting as agents. The business had, during the seventeen years of operation, grown to such volume that it was necessary to weld the various private interests which controlled its vessels more closely, and during the winter of 1867-68, John Owen and David Carter perfected an organization which resulted in the incorporation, in April, 1868, of the Detroit & Cleveland Steam Navigation Company, with the following incorporators: John Owen, David Carter, Captain Ira Davis, Captain E. R. Viger, W. B. Watson, James Moreton, W. McKay, Joseph Cook and S. Gardner, of Detroit, and L. A. Pierce and George B. Burton, of Cleveland. The company was incorporated with a capital of three hundred thousand dollars and granted a thirty year charter by the state of Michigan. Its first election of officers occurred in May, 1868, when John Owen was elected president and treasurer, and David Carter, secretary. Its vessels were two in number, the steamers "R. N. Rice" and "Morning Star." The latter steamer was lost in collision with the schooner "Cortlandt" on the 20th of June, 1868, with a loss of twenty-six lives, and her place on the route was filled by the steamer "Northwest," which with the "R. N. Rice" was run continuously until the

close of navigation in 1876. During the winter of 1876-7, the "Northwest" was rebuilt at a cost of eighty thousand dollars and the following summer the "R. N. Rice" was practically destroyed by fire, while lying at her moorings in Detroit, the "Saginaw" taking her place on the route for the balance of the season. The first vessel to be built for this company was the "City of Detroit," a composite hulled steamer, completed in 1878, at a cost of one hundred and seventy-five thousand dollars. This steamer, with the "Northwest," took care of the traffic on the Cleveland route until 1886. The second vessel constructed was the "City of Cleveland," which was built in 1880, and which was placed on a route between Detroit and Houghton, Michigan, remaining in this service during the seasons of 1880-81-82. In 1883 the third vessel, the "City of Mackinac," an iron steamer, costing one hundred and sixty thousand dollars, was completed, and in connection with the steamer "City of Cleveland," whose name had been changed to the "City of Alpena," the company inaugurated the service on the route between Detroit and St. Ignace, and known as the Lake Huron division. The fourth vessel to be built for the company marked a great advance in lake passenger-steamers, being the first steel-hulled steamer constructed for passenger service on the Great Lakes and the first to be equipped with feathering wheels. This steamer was completed in 1886, at a cost of three hundred thousand dollars, was named the "City of Cleveland" and replaced the "Northwest," which was sold to the White Star Line, and by them rebuilt and renamed the "Greyhound." In 1889, the fifth vessel was completed for the company, a steel steamer costing three hundred and fifty thousand dollars and named the "City of Detroit." This replaced the older vessel of that name on the Detroit-Cleveland route. The latter steamer was known as the "City of Detroit" No. 1, during the season of 1889, and was run on the route between Chicago and St. Joseph, Michigan. The following year she was renamed the "City of the Straits" and has since plied between Cleveland and Put-in-Bay. The demands of

a constantly increasing business on the Lake Huron division taxed the capacity of the steamers operated on this route, and necessitated the building of new steamers of larger carrying capacity; accordingly, in 1893, the twin vessels "City of Alpena" and "City of Mackinac" were completed at a cost of three hundred thousand dollars each, and they replaced the steamers of the same names formerly operated on the route, the old vessels being sold to the Cleveland & Buffalo Transit Company, forming its first fleet; the "City of Alpena" being renamed the "State of Ohio" and the "City of Mackinac" changed to that of the "State of New York." In 1906 contracts were let for the construction of the eighth vessel to be built for the company and to be ready for the season of 1907. The hull of this vessel was laid in 1906, her upper works were practically completed and a large portion of her machinery installed when, on May 13, 1907, she was burned to her steel framework, entailing a loss to her builders, the Detroit Shipbuilding Company, of seven hundred thousand dollars, besides that involved in the needed tonnage and other service which she would have supplied during the season. Expecting to replace the "City of Cleveland" with this new steamer, her name was changed in 1907, to the "City of St. Ignace" and she was to have been operated on the Lake Huron division, but the destruction of the new vessel kept her on her former route. The completion of the last vessel, the eighth in order of construction, marks the highest advancement in lake-marine construction. The cost of the completed steamer is one million two hundred and fifty thousand dollars and she is the largest, most sumptuously furnished and equipped of any passenger vessel on fresh water, and is not excelled in appointments, comforts or construction by the best ocean-going steamers. Her trial trip on the 28th of April, 1908, resulted most satisfactorily to her designer, her constructors and the officials of the company. The new "City of Cleveland" has a passenger capacity of four thousand five hundred persons and a freight capacity of one thousand tons. She will be operated upon the Detroit-Cleveland route

during the mid-summer months, the "City of St. Ignace" commencing and concluding the season on this route and during the operation of the "City of Cleveland" will be run as an excursion steamer on Lake Huron and adjacent waters.

In 1896-98, the Cleveland & Buffalo Transit Company replaced the steamers "State of New York" and "State of Ohio" by new vessels and the Detroit company purchased a half-interest in these steamers, which were operated jointly by the two corporations as the Cleveland & Toledo Line. The season of 1908 finds the "State of New York" placed upon the run between Detroit and Bay City, the initiation of this service due to repeated and urgent requests upon the part of the merchants and traveling public of Bay City and Saginaw. On the expiration of the charter granted to the Detroit & Cleveland Steam Navigation Company in April, 1868, and running until April, 1898, the company was reincorporated as the Detroit & Cleveland Navigation Company, with a capital of one million five hundred thousand dollars. This amount was increased in 1907 to two and one half million dollars. The terminal property owned by the company in both the city of Detroit and at Cleveland is easily accessible to the traveling public and also affords the best of shipping facilities, while its buildings offer exceptional comforts to its patrons as well as the necessary accommodation for the handling of its freight business.

The history of the development of the business of this company has been marked by progressiveness on the part of the executive officers, both in the operative and financial departments of the organization. The continued insistence upon the part of the management that at all times the vessels of the fleet should excel in the controlling essentials of safety, speed and comfort, the spirit of enterprise and confidence in the appreciation by the public of the improvements for its benefit, have advanced in a very marked degree the commercial development of the city and state. That the traveling public has justly appreciated the efforts of the management is easily proven by

the universal commendation of its service and the oft repeated statement "that nowhere on fresh water is found a fleet of vessels which are maintained at such a high state of efficiency in all departments as are those of the Detroit & Cleveland Navigation Company."

During its life of forty years the company had as executive chiefs the following: John Owen, who with David Carter, was one of its most active organizers; Mr. Owen was its first president and treasurer and remained its executive head until he was succeeded by the late Senator James McMillan, who upon his death, in 1903, was in turn succeeded as president by his son, William C. McMillan: upon the death of the latter, in 1907, his brother, Philip H. McMillan, was elected to the office. With the history of the company the name of David Carter is indissolubly linked. The organization of the corporation was in great measure due to his efforts and the result of his ideas. He more than any other effected the development of its service, and to his unflagging zeal, persistent industry and impregnable faith in the possibilities of the line, upon the success of which he was ready to and did stake his all in the decade closing in 1870, the success and present unassailable position of the line are in a great measure due. He was connected with the service between Detroit and Cleveland some sixteen years previous to the organization of the company and on its incorporation was elected its first secretary. Shortly afterward he was appointed general manager, and in these dual positions he remained until his death, in 1901. On other pages of this volume is printed a memoriam to him, to which the reader is referred for supplemental information. Mr. Carter was succeeded upon his death as general manager by the late William C. McMillan. Upon the death of the latter, in 1907, he in turn was succeeded by Arnold A. Schantz, who became connected with the company in 1878, and who by sheer ability and indefatigable effort has risen from an unimportant position in connection with the passenger department to that of executive head of the operative department of the company. Those in charge of the various departments of

operation of which Mr. Schantz is chief are men of exceptional ability and who have been connected with the line for many years. Personal mention of the various executives is printed elsewhere in the work under their respective names and the personnel is as follows: Executive officers—Philip H. McMillan, president; James McGregor, vice-president; George M. Black, secretary and treasurer. Operating executives—Arnold A. Schantz, general manager; Bert C. Wilder, general auditor; Lincoln G. Lewis, general passenger agent; Daniel C. McIntyre, general freight agent; and Louis Thorne, chief of commissary department. The general offices, with the exception of that of general freight agent, are in the company's building at the foot of Wayne street, Detroit.

D. M. FERRY & COMPANY.

The name of no industrial concern in Detroit is better known throughout the world than that which initiates this article, for the ramifications of its business are gigantic in scope and variety. It would be difficult for one not familiar with details to realize the multifarious agencies which have been brought to bear in this building up of an industry which is the most extensive of the kind in existence, for not only has it demanded the great executive and administrative talent and progressive methods which must ever be the concomitants of so marked commercial success, but there has also been the necessity for patient experimentation and investigation along definite scientific lines, a close study of plant growth and of the best means for gaining the products suited for varying soil and climatic conditions, as well as for propagating the ultimate types of the thousands of vegetables and flowers whose seeds are the output of this splendid Detroit institution. An industry of so great magnitude and under a management which is all that experience and science can offer, assuredly should be given more than cursory attention in this publication, within whose province it is to indicate as clearly as may be the sources through which the larger and greater Detroit is being developed. On

other pages of this volume appears a brief review of the career of Dexter M. Ferry, the late head of D. M. Ferry & Company, and the two articles should be brought into mental juxtaposition by the reader in order that a clearer idea may be gained of the business enterprise to which the sketch at hand is devoted.

This industry dates its practical inception back more than half a century, the firm of M. T. Gardner & Company, seedsmen, having been organized in 1856 and the three interested principals having been Miles T. Gardner, Dexter M. Ferry and Eber F. Church. Under the title noted the enterprise was conducted until 1865, when Mr. Gardner sold his interest to his associates and the firm name of Ferry, Church & Company was adopted. Besides Messrs. Ferry and Church, H. Kirke White and Charles C. Bowen were represented as members of the new firm, of which Mr. Ferry was executive head until his death, which occurred November 10, 1907. He stood as the only person who had been identified with the business from the time of its foundation, and it is needless to say that its rise to its present status has been resultant upon his efforts and abilities more than to those of all others who have been concerned with the undertaking. In 1867 the present title of D. M. Ferry & Company was adopted and in 1872 Albert E. F. White was admitted to the firm. The business was continued under partnership relations and control until 1879, when, under the same title, it was incorporated under the laws of the state, with a capital of seven hundred and fifty thousand dollars. Mr. Ferry became president and general manager of the new corporation. The other original officers chosen were as follows: James McMillan, vice-president; H. K. White, treasurer; and Charles C. Bowen, secretary. The directorate included these executive officers and also A. E. F. White, John S. Newberry and W. K. Anderson. In 1894 the capital of the company was increased to its present amount,—eight hundred thousand dollars,—and the personnel of the administrative corps at the time of this writing is as follows: H. K.

White, vice-president; Lem W. Bowen, treasurer and general manager; D. M. Ferry, Jr., secretary; and A. E. F. White, auditor. These officers, with Sherman R. Miller and P. H. McMillan, constitute the directorate of the concern.

Like many other industrial enterprises of Detroit, that of D. M. Ferry & Company had a modest inception, and it can well be understood how great energy, discrimination and generalship have been brought into play in the development of the same to its present magnificent proportions. The first headquarters of the original firm of M. T. Gardner & Company were established in a small store on Monroe avenue, and the aggregate transactions for the first year represented only about six thousand dollars, while the market was scarcely more than local in character. The trade of the concern to-day extends into almost every township in the United States and Canada and also into many foreign countries, and the aggregate business has reached an annual average of fully two million dollars. The importations from English, French, German, Dutch and other European concerns are far in excess of any other seed house in America. The corporation supplies more than one hundred and sixty thousand retail merchants with complete assortments of seeds each year, and vast quantities are also shipped in bulk to wholesalers and jobbers. The average daily shipments now are enormous and significant. The corporation itself grows immense quantities of seeds, and it also has contracts for the raising of stock by seed farmers in many sections of the United States and Canada, as well as in European countries. These contracts are made with ample specifications as to care and conservation of the products and through this means are gained the hardiest and most prolific varieties and species of vegetables and flowers, with special reference to future propagation under the varying conditions which compass the patrons of the house.

From the original store on Monroe avenue the establishment was removed to a more eligible location on Woodward avenue, where four stores were finally demanded to accom-

modate the constantly expanding business. In 1880 the business was removed to its present location, on Monroe avenue, where a substantial four-story warehouse with appropriate business offices had been erected for the purpose. In January, 1886, the entire building and contents were destroyed by fire, entailing a total loss of eight hundred and fifty thousand dollars, with about one-half insurance indemnity. On the same site the present building was erected, being equipped with facilities far superior to those of the original building. The aggregate floor space now utilized in the headquarters and warehouses A & B is four hundred and thirty-five thousand five hundred and thirty-six square feet, lacking only fourteen square feet of being ten acres and not including their box factory,—their main building being a substantial brick and stone structure three hundred by one hundred and twenty feet in dimensions and six stories in height. Through the energy and fertility of resource exhibited by the interested principals in the corporation of D. M. Ferry & Company there was no interruption of business at the time of this disastrous fire, and temporary quarters were used until the new building could be completed. The concern now has three large buildings, including the original structure as built in 1887, and the trial grounds, used for experiments in seed-germinating, etc., are of the finest type and conducted under scientific methods. The seed-growing department of the enterprise was for twenty-two years in charge of Professor William W. Tracy, now an official of the department of agriculture in the national capital, and he has able successors have effectively carried forward the work to which he gave his attention, with all of his interest and enthusiasm, for so long a term of years. D. M. Ferry & Company have a branch house at Windsor, Ontario, Canada, the same having been established in 1880, to facilitate the Canadian trade, and they also have well equipped receiving warehouses at Charlevoix and Harbor Beach, Michigan,—much propagating work being done in the vicinity of these two cities. The entire executive control of

the business, however, remains placed in the home establishment in Detroit. The concern gives employment to more than a thousand persons, including one hundred and twenty-five traveling representatives in the United States and twelve in the Canadian provinces. The beneficent effects of this great concern upon the industrial and commercial precedence of Detroit may well be imagined, and Mr. Ferry and his associates deserve prominent mention as being among the foremost of those who have aided in and are contributing to the upbuilding of the "Greater Detroit."

It is consonant that in this article a word of special appreciation should be uttered concerning the late Charles C. Bowen, who was identified with the enterprise from 1865 until his death, which occurred in August, 1900. He was one of the influential and honored business men of Detroit and was a citizen of distinctive loyalty and public spirit. He was born in Orleans county, New York, in 1831, and was reared and educated in the old Empire state, where he remained until 1863, when he took up his residence in Detroit. He had previously been identified with business interests in the city of Rochester, New York. His connection with the firm and corporation of D. M. Ferry & Company has been adequately noted in preceding paragraphs. He was one of the chief stockholders in the Standard Life & Accident Insurance Company, of Detroit, of which he was vice-president for a number of years antecedent to his death, and he had also other local capitalistic interests of important order, besides being concerned in mining and railroad enterprises in Arizona. He was a zealous and devoted member of the Baptist church, to the various departments of whose work he contributed with all of consecrated appreciation and liberality. He was for many years a member of the board of trustees of the Woodward Avenue Baptist church, was a trustee of Kalamazoo College at the time of his demise and also of the University of Chicago, which is in general a Baptist institution. Prior to his removal to Michigan he was married to Miss Julia M. Hord, of New York state, and she survived him by only a short interval, her death

occurring in 1901. They are survived by one son and two daughters. Lem W. Bowen, the only son, practically assumed his father's interests in the business of D. M. Ferry & Company, of which corporation he had been treasurer for thirteen years prior to the death of her father, after which he became general manager, while still retaining his incumbency as treasurer. He is one of the most enthusiastic of those enterprising citizens who are working so earnestly for the making of the larger Detroit, and was president of the Detroit Board of Commerce, in the keeping of which is entrusted much of the promotive energy brought to bear in this line. He is president of the Cadillac Motor Car Company, vice-president of the Security Trust Company, a director of the Michigan Fire & Marine Insurance Company, and vice-president of the Standard Accident Insurance Company.

The only living members of the old firm of D. M. Ferry & Company are H. Kirke White, admitted into the firm of Ferry, Church & Company in 1866, a director in the corporation in 1879 and ever since, its treasurer from 1879 to 1888, its vice-president since 1903; and A. E. F. White, admitted into the firm of D. M. Ferry & Company in 1872, a director in the corporation in 1879 and ever since, and its auditor since its incorporation. He has been actively connected with the company continuously for forty-four years and H. K. White has been continuously connected with it forty-nine years. Both H. K. White and A. E. F. White are also largely interested in the Acme White Lead & Color Works and have been instrumental in the success of that company from the beginning. They have many other important business and banking affiliations.

THE MICHIGAN STOVE COMPANY.

No small measure of the great industrial prestige which pertains to Detroit may be justly attributed to the great concern whose business is conducted under the corporate title here designated and which is the largest concern of its kind in the world. Its products are sold in

practically every civilized country and it has been built up along conservative lines and upon the highest business principles, from which there has never been the slightest deviation. Such are the industries to which "Greater Detroit" points with distinctive pride and gratification and upon such enterprises rests to a large degree the material and civic prosperity of the fair "City of the Straits."

Of the inception of the Michigan Stove Company mention is made in the individual sketch of its virtual founder and present president, Jeremiah Dwyer, elsewhere in this work, and the two articles should be read in connection if a distinct grasp of the salient features of the history of the company is desired. In 1871 Mr. Dwyer promoted the organization of this company, enlisting as his coadjutors Messrs. Charles Ducharme, Richard R. Long, Merrill I. Mills and George H. Barbour. The last named became actively identified with the company June 29, 1872. The company incorporated under the present title and the original capital stock was one hundred thousand dollars. How great the advancement of the industry has been in the intervening period of thirty-six years may be measurably appreciated when it is stated that operations at the present time are based upon a capital of three millions of dollars. The original official corps of the Michigan Stove Company was as follows: Charles Ducharme, president; Jeremiah Dwyer, vice-president and manager; Merrill I. Mills, treasurer; and George H. Barbour, secretary. The gentlemen who organized the company constituted its first board of directors.

The original plant of the concern was located on Jefferson avenue, corner Adair street, and was erected in 1872, within a period of twelve months. The main building was about one hundred by seven hundred feet in dimensions, with five stories and basement. In 1881 was erected to the east of the original building an addition of about the same dimensions as the latter, also same height. In 1885 another addition was made eastward from the one completed in 1881, and in 1889 was completed another building as large as all of those previously constructed. On the 8th of January,

1907, all except the main buildings first erected were destroyed by fire, entailing a loss of seven hundred and fifty thousand dollars. With characteristic energy the company at once instituted the rebuilding of the plant, which was made ready for occupancy within the brief period of thirteen weeks. The large and substantial plant as it now stands is equipped with all modern facilities, including the best possible fire protection.

At the beginning of operations the company gave employment to but three hundred mechanics, and the products were a small variety of both coal and wood stoves, which found market almost exclusively within the confines of the states of Michigan, Ohio and Indiana. The operative force of the factories at the present day numbers fifteen hundred persons, nearly all being skilled mechanics, and the annual output of stoves of all kinds, including gas ranges and heaters, is one hundred and fifty thousand stoves. A Chicago house is maintained, where all their business out of Chicago is handled, and agencies controlling largely the foreign trade are those established in London, Paris, Berlin, Constantinople, Spain, Honolulu and Manilla, Philippine Islands. The trade of the company extends throughout the entire United States, European countries, Great Britain, the Orient, and Mexico. The present official corps of this great company are as here noted: Jeremiah Dwyer, president; George H. Barbour, first vice-president and general manager; Charles A. Ducharme, second vice-president and secretary; Merrill B. Mills, treasurer; Edwin S. Barbour, assistant treasurer; Harry B. Gillespie, corresponding secretary; W. J. Keep, superintendent; Robert L. Morley, western manager, with headquarters in Chicago. The above officers, with the exception of the three last mentioned are members of the directorate of the company, as are also Charles L. Palms and Francis Palms.

Concerning the connection of Mr. Dwyer with the manufacturing of stoves in Detroit his personal sketch gives ample details, and the article thus incidentally makes record of the circumstances and conditions which led up to

the founding of the company of which he is now the executive head. A repetition of the data is not demanded in the present article. It may be said, however, that Mr. Dwyer manufactured the first cook stoves ever made in Detroit and that one of them is still owned by the Michigan Stove Company, being retained as a unique and valued relic.

ACME WHITE LEAD & COLOR WORKS.

In this age of colossal enterprise and marked intellectual energy the prominent and successful men are those whose abilities lead them into large undertakings and to assume the responsibilities and labors of leaders in their respective fields of endeavor. Success is methodical and consecutive and however much we may indulge in fantastic theorizing as to its elements and causation in any isolated instance, in the light of sober investigation we shall find it to be but the result of the determined application of one's abilities and powers along the rigidly defined lines of labor—whether mental or manual.

Among the great industrial enterprises which have conserved and are admirably maintaining the commercial prestige of the city of Detroit is that conducted under the title appearing above, and perhaps no better description of the same, as available for this compilation, can be gained than that which appeared in the Detroit News Tribune of Sunday, December 16, 1906, and which is therefore here reproduced with only such minor changes in statement and phraseology as facts and incidental expediency may dictate.

Few stories of human achievement are filled with greater interest than that which is causing the assembling in Detroit this week of one of the most unique congresses that has ever come to the city,—a congress of men who come from all parts of the United States and who are the living characters to-day in that story, begun by two poor young men nearly a quarter of a century ago, which describes the picturesque growth from pigmy to giant of the greatest institution of its kind in the world. When this congress of men, brought together

from every state between the two seas, meet in the big assembly hall of the Acme White Lead & Color Works to-morrow, a fitting climax will have been reached in a history of human endeavor beyond which young men of to-day need not seek for a better object lesson. It will be the gathering of a great "family,"—the last step in the achievement of an ambition born in the brains of two moneyless youngsters more than twenty years ago, and who, beginning with the mixing and selling of a single barrel of paint, now stand at the head of an institution unrivaled the world over. During the whole of this week the one hundred and twenty-five salesmen of the Acme White Lead & Color Works will be entertained by the company. While twenty-two years ago the expenditure of a ten-dollar bill was regarded as a matter of considerable moment by the "company," its reunion now means a total suspension of soliciting business in every state in the Union for an entire week and the expenditure of a small fortune in bringing its "family" together and caring for it while in the city.

Just as the representatives of Michigan, of Ohio, and of other states go to Washington to participate in making laws for the welfare of the nation, so do these many traveling men and general salesmen come to Detroit to work in the interests of their company. Each of the district managers is known by the company as a "senator" and is so called, while each of the salesmen is a "representative." Together they form the only "congress" of its kind known. Being a congressman of this kind is not regarded as a joke. It is a position which demands even greater work than does such a berth in the ship of state. During the session of congress this week each of these men will advance ideas for the advancement of work, in his own territory or throughout the entire country. When congress adjourns next Saturday afternoon the members will return to their respective territories and the active work of the greatest factory of its kind in the world will again be taken up.

Until one visits this Detroit institution, until he knows that it covers fourteen acres of land and that its capital is now one and one-quarter

millions of dollars, it will be difficult for him, perhaps, to fully appreciate the efforts which have given this industrial giant to the city. During the month of November there were on the books of the company "immediate-delivery" orders for one hundred and sixty-two carloads of paint, besides innumerable smaller orders. Just twenty-two years ago the "company's" first order was for one small barrel. In those days there were two young men in Detroit, each twenty-six years of age, both poor but both filled with pluck and ambition. These were William L. Davies and Thomas Neal, the former now the president and the latter the secretary and general manager of the Acme company. These young fellows were close chums, as they have remained throughout their lives, and together they formulated scheme after scheme for going into business for themselves. At that time ready-mixed paints were a new thing, for nearly everybody mixed his own. Like an inspiration came the idea to Davies and Neal that they might go into the paint business. But neither knew anything about it and neither had much money. For a time they worked like tigers, sold everything they possessed and pooled their money. Together they had about twenty-eight hundred dollars. Neal took charge of the business at the start and Davies retained his salaried position, working in a wholesale drug store. In the meanwhile young Neal hustled for a location and a paintmaker. In the year 1884 every half-grown boy was familiar with the old circus grounds, located on the Jones farm, near Grand River and Fourth avenues. It was in this vicinity that the Acme White Lead & Color Works started in business. A building forty by seventy feet in dimensions was rented and the work of making ready-mixed paints was begun. At that time the concern employed just two men,—young Neal and the paintmaker. No difficulty was found in making paint, but for a time it looked as though people had stopped painting their houses or wouldn't use the "ready-mixed stuff." Then one day the first order came. It was for one barrel. A few days later another order came, and they rolled in, one after another,—the Acme White Lead

& Color Works was under full steam. Both Davies and Neal made a point of working ten hours a day. Neal was manager, bookkeeper, superintendent, shipping clerk, janitor and factory hand, and seldom went home before eleven o'clock at night, frequently remaining at work until two o'clock in the morning. After his day's labor in the drug establishment Davies would join him and would work in the factory until late at night. So, step by step, through their indomitable energy and pluck, the little industry, which was to result in the greatest institution of its kind in the world a few years later, slowly gained its hold.

After the first hard fight was won the enterprise developed with remarkable rapidity. In the second year its capital was increased to twenty-five thousand dollars and Albert E. F. White and H. Kirke White became financially interested. The little business was now outgrowing its quarters. A salesman had been put upon the road, the manufacturing staff had been increased to about twelve persons, and at the end of the second year it was found necessary to secure another Grand River avenue building, thirty by one hundred feet in size.

Davies now gave up his position in the drug house and devoted his entire time, with his friend, to the development of their own concern. Within two years, and before either had passed his twenty-eighth year, these young men had successfully launched what quickly developed into one of the city's chief enterprises. In 1886 another three-story building was added, and the following year several other buildings were secured. Again and again new capital was added to the company, until in 1887, only five years after two poor young men had set out to earn a livelihood by making paint, the largest part of the present site of the Acme White Lead & Color Works was purchased. From that time on the growth of the institution was little less than phenomenal. From 1893 to 1896, years of great financial depression, when corporations were either failing or calling in their traveling men, the Acme company added to all their traveling forces, arguing that "when the other fellows are down is the time to hunt for trade." So

indomitably did they work through these years of panic that in 1896, when the era of depression was ending, the erection of the present-day factories was begun, upon the site purchased a few years before.

A more striking contrast could not be imagined than that between the plant of to-day and the little factory of twenty-two years ago. While it had only two men at work then it now employs four hundred persons in Detroit, besides one hundred and twenty-five traveling salesmen. The industry, which started on a barrel of paint and which occupied but one large room, now produces a larger output than any other paint factory in the world, and its magnificent buildings occupy fourteen acres of land. Out of the "twenty-five hundred dollar scheme" of two poor young men have grown the several great industries of the present-day institution with its capital of one and one-quarter millions of dollars. These are a factory for making mixed paints, a dry-color factory, a white-lead corroding plant, and factories for the manufacturing of chemicals and linseed oil.

One of the most remarkable things in connection with the upbuilding of this magnificent Detroit institution is the fact that every dollar of its capital has been earned. In other words, the Acme White Lead & Color Works has made itself, dollar by dollar. Additions were made only as the plant earned the necessary money. Outside capital was never solicited. It is absolutely a self-made factory,—just as the two hard-working youngsters who started it are self-made men. And this fact has had much to do with its history. It has brought its employes in closer sympathy with it, and all over the country Acme people speak of the plant as "home." And it is a home, as nearly as any factory on earth could be. The men who became associated with the factory in its early days still remain with it, and it is with great pride that the men at its head to-day point to the fact that here have been no "family" quarrels among them.

To properly appreciate what may be done by young men of energy and pluck, even though they may be poor financially, one

should take a trip through this greatest plant of its kind in existence. From the time one enters the magnificent offices until he comes out at the last door of the works he will encounter new and interesting things. From the elegance of the one great office floor he may pass into the dining rooms, where prettily arranged tables await the employes, and from there he may pass into the great assembly hall, where "congress" of the concern assembles. As he continues his journey he will pass through one of the biggest printing offices in the city; he will cover floor after floor in great warehouses, and then he will be plunged into the noise and activity of the manufacturing plants, where he may pass one of the most interesting days of his life. And when he comes forth and goes once more on his way, he may well wonder at the indomitable energy which produced—from a barrel of paint, two men and a little shop—this industrial giant of to-day.

William Davies is president of the company, and Thomas Neal, secretary and general manager. Brief biographies of the president and secretary of the company appear elsewhere in this work.

THE PENINSULAR STOVE COMPANY.

The name of Dwyer has been most conspicuously identified with the manufacturing of stoves in Detroit and representatives of the name have had most to do with bringing to the city the prestige of having the largest stove manufactories in the world. The virtual founder of the concern whose title initiates this article was James Dwyer, of whom individual mention is made in this work and who was originally associated with his brother Jeremiah, to whom likewise a specific sketch is dedicated in this publication.

The business of the Peninsular Stove Company may properly be said to date its foundation back to the year 1861, though the present title was not adopted until a score of years later. In the year first mentioned, Messrs. Jeremiah and James Dwyer and Thomas W. Mizner organized the firm of J. Dwyer & Company, which established a small stove foundry at the corner of White street and

Mount Elliott avenue, Detroit. Two years later Mr. Mizner's interest was purchased by Jeremiah Dwyer, and the firm name continued the same as previously until 1864, when a stock company was organized, under the title of the Detroit Stove Works. In 1871, on account of impaired health, Jeremiah Dwyer sold his interest in the Detroit Stove Works to his brother James, who continued to be actively identified with the management of the business for a decade thereafter. In 1881 James Dwyer purchased the old Eureka Iron Works, in the village of Wyandotte, and under his effective supervision the business was there built up to a point where about four tons of iron were used per diem, while employment was given to about fifty hands. The original products were principally cook stoves, and the same found sale mostly in Detroit and the southern part of the state. Under the title of James Dwyer & Company the enterprise was continued until 1882, in March of which year the business was incorporated under the present title of the Peninsular Stove Company. The headquarters were then transferred to Detroit and the plant was established on its present site, at the corner of Fort and Eighth streets. The original plant at this location had a frontage of three hundred feet on Fort street, and the magnificent growth of the enterprise is measurably indicated in the status of the present works, which occupy two entire blocks on Fort street, running back a distance of four hundred feet. The entire tract is covered with the buildings of the company and employment is now afforded to twelve hundred men, most of whom are skilled mechanics. In meeting the requirements of the pay roll the company expends from twenty-five thousand to thirty thousand dollars every two weeks, and the annual output, including heating and cooking stoves, is seventy-five thousand stoves. The products are sold in all parts of the United States and Canada, and the foreign trade is constantly expanding.

The Peninsular Stove Company was incorporated with a capital stock of fifty thousand dollars, and this has since been increased to

three million dollars, to meet the demands placed upon the institution by its immense business and amplified operations. The original organizers of the company were James Dwyer, William B. Moran, Fred T. Moran and R. McD. Campau, and the respective offices which were assumed were as here noted: William B. Moran, president; James Dwyer, vice-president and general manager; and R. McD. Campau, secretary. The present officers of the company are as follows: Fred T. Moran, president; James Dwyer, vice-president and general manager; John M. Dwyer, secretary; James M. Dwyer, treasurer; and Daniel T. Crowley, auditor. On the directorate are found, besides these executive officers, a number of the best known and most influential capitalists and business men of Detroit. The concern is now one of the largest of the kind in the world and has had much potency in furthering the industrial precedence of Detroit.

THE BURROUGHS ADDING MACHINE COMPANY.

One of the splendid manufacturing concerns which constitutes a brilliant jewel in the industrial crown of the city of Detroit is that whose title initiates this article, and that the same has been gained to the Michigan metropolis is but another mark of appreciation of the superior advantages here offered as a manufacturing and distributing center. The unique product of the Burroughs company is now known throughout the civilized world, for the Burroughs adding machine was the first practical device of the sort ever placed on the market, its supremacy has easily maintained at all times and against all competition, and its use has simplified, facilitated and insured accuracy in the handling of all lines of business. It is not within the province of this necessarily circumscribed article to enter into details concerning the labors of the earnest and determined inventor of this splendid piece of mechanism, nor to reveal the struggles and vicissitudes he encountered ere he was enabled to perfect the device, but it is sufficient to say that the name of William Seward Burroughs

will go down in history as that of the inventor of one of the most useful mechanisms ever given to the business world. He lived to witness the definite success of his protracted and self-denying efforts and was summoned from life in the very prime of his strong and useful manhood. His death occurred on the 14th of September, 1898, and well may it be said that "His works do follow him." The company which perpetuates his name and manufactures his invention has issued a beautiful little brochure in which is entered a review of his life history, and to this the interested reader may be referred. Mr. Burroughs died a number of years before the company established its great plant in Detroit, but it is fitting that in this article due honor be paid him as having made possible the upbuilding of the magnificent concern which is contributing so materially to the industrial and commercial prestige of Detroit. From the artistic little memorial work just mentioned we draw the following brief extract: "Finally there was produced the perfected Burroughs adding and listing machine. The patient inventor was at last triumphant, and soon the whole world marveled at the invention—a perfect adding mechanism—adapted to the uses of the bank, the counting-room, and of every business requiring quick and accurate accounting. Burroughs had won. When he died, honored by the world, wealth at last had become his; but he valued far more the love and esteem of his official associates and of the 350 employes of the company he had founded. A beautiful marble shaft was erected by his friends and associates over his grave in Bellefontaine cemetery, St. Louis, Missouri. Under that stately column reposes a man who was noble in poverty, humble in wealth, and great in his benefits to humanity." Mr. Burroughs was but forty-one years of age at the time of his death.

The manufacturing and placing on the market of the Burroughs adding machine was instituted in the city of St. Louis, Missouri, in 1888. In January of that year was organized the American Arithmometer Company, which was incorporated with a capital stock of

one hundred thousand dollars; this was increased to five hundred thousand dollars prior to the death of Mr. Burroughs. The original officers were as here noted: Thomas Metcalfe, president; William S. Burroughs, vice-president; Richard M. Scuggs, treasurer; and A. H. B. Oliver, secretary. William R. Pye was also one of the stockholders in the original company. All of those who were thus interested are now deceased. At the start the company struggled against great obstacles and for some time its existence was rather precarious, but the passing years could not fail to bring success to a venture based upon a foundation of so substantial an order. The original company eventually brought the output of its factory up to about twenty machines a day. The headquarters of the enterprise remained in St. Louis until 1904, when the removal to Detroit was made, principally through the influence of Joseph Boyer, president of the company at the present time. His intimate association with the industry is noted more fully in the specific sketch of his career, on other pages of this work. In Detroit was organized in 1905 the Burroughs Adding Machine Company, which was incorporated in January of that year, under the laws of the state, and with officers as follows: Joseph Boyer, president; Henry Wood, of St. Louis, vice-president; Benjamin G. Chapman, secretary and treasurer; Alvan Macauley, general manager; Alfred J. Daugherty, manager of the works; and Joseph Boyer, Benjamin G. Chapman, Henry Wood, Edward Rector, and Emil P. Wenger, directors. The gigantic plant of the company is located on Second avenue and Amsterdam street, where a tract of nine acres was secured for the purpose. One-third of this area is covered by the buildings, which have an aggregate floor space of three and one-half acres. The main building is three hundred and twenty feet square and a part of the same is two stories in height. All of the buildings are constructed of brick and stone and are of the most substantial and modern type, as is also the mechanical equipment in every department of the great institution. Employment is now given to more than sixteen hundred persons,

including operatives and office force, and over two hundred men represent the concern through its trade territory. It is scarcely necessary to state that the factory employes are nearly all skilled artisans, and the pay roll of the company represents an average weekly expenditure of twenty-five thousand dollars. The aggregate of sales in 1906 was more than three and one-half millions of dollars, and this was exceeded by the sales for 1907. Detroit takes justifiable pride in having gained to herself this magnificent industry, the largest of the kind in the world and one whose prestige is ever increasing.

THE AMERICAN CAR & FOUNDRY COMPANY.

The Detroit branch of this great manufacturing institution is comprised of what was formerly known as the Peninsular Car Company, located at Ferry and Russell streets; the Michigan Car Company; the Detroit Car Wheel Company, and Detroit Pipe and Foundry Company, located at Michigan and Clark avenues; and the Baugh Steam Forge, located on the Detroit river at the foot of Clark avenue. All of these properties were merged into the Michigan-Peninsular Car Company in September, 1892, and in March, 1899, were acquired by the American Car & Foundry Company, with other plants located in Chicago, St. Louis, Buffalo and other cities. The plants in Detroit are designated as the Peninsular Department, Michigan Department and Forge Department. In 1884 the Peninsular Car Company purchased twenty-five acres of land at Ferry and Russell streets and in the same year erected buildings and installed equipment of the best to be had at that time. It was then only necessary to arrange for the construction of wooden cars. When the demand for steel cars made it apparent that eventually the wooden car would give way to the car of steel construction, large shops were erected at this plant and equipped with machinery adapted to this work. The buildings alone now cover about twenty acres and the total acreage occupied is fifty-two. The capacity of the plant is about seventy-five cars

per day and the large acreage occupied is necessary for storage of material and for trackage to handle new cars. There are also foundries at this plant in which are made the wheels and castings for cars turned out. When operated to capacity about forty-five hundred men are employed, one-third of whom are skilled mechanics.

The Michigan Department, at Michigan and Clark avenues, occupies thirty-nine acres. The capacity of the Michigan car shop is twelve thousand cars per annum, made up of box, gondola and refrigerator cars. At the foundries one hundred thousand car wheels are made annually, about twenty thousand tons of gray iron castings, for cars, locomotives and structural work, and twenty thousand tons of water and gas pipe. This latter is supplied to municipalities and public-service corporations.

At the Forge Department, occupying nine acres of land on the shore of the Detroit river at the foot of Clark avenue, about fifty thousand tons of bar iron are made annually, practically all of which goes into the construction of new cars.

The American Car and Foundry Company occupy, within the radius of the three-mile circle, one hundred acres of land and when operating their Detroit plants to capacity employ in all about seven thousand men, and the amount paid for labor is seventy-five thousand dollars per week. This is Detroit's largest industry and the amount of its weekly pay roll indicates its value to the city.

The company's general offices are in St. Louis, Missouri. Mr. George H. Russel is the local representative on the board of directors. Joseph G. Johnston is district manager, and P. H. Sullivan, assistant manager of the Detroit district. Both of these men have been identified with the company for a number of years.

Representative Detroit capitalists who were formerly identified with the car building industry in Detroit are Colonel Frank J. Hecker, C. L. Freer and James McGregor, and the late Senator James McMillan, John S. Newberry, Christian H. Buhl, Theodore D. Buhl, General Russell A. Alger, James F. Joy, and William C. McMillan.

THE DETROIT UNITED RAILWAY.

If there is any one feature which gives emphasis to the enterprising character of the city of Detroit in this progressive era it is the superiority of the facilities provided for rapid transit within her borders, and judged by the high standard maintained, the Michigan metropolis holds rank with the leading metropolitan centers of the country.

The Detroit United Railway controls all street and suburban lines in and entering the city of Detroit, and its policy is one of liberality and utmost progressiveness, as is manifest in the fine equipment and the service accorded. The company was incorporated under the laws of the state of Michigan on the 31st of December, 1900, and its capital stock is twelve and one-half million dollars. The franchises of the company cover all lines in the city, and at the time of incorporation the ownership of the Grosse Pointe and Highland Park lines also became vested in this corporation. In 1902 were acquired also the Detroit & Flint and the Detroit & Pontiac interurban lines, as well as the Detroit & Northwestern, (known as the Orchard Lake division), and the Detroit & Wyandotte lines. The company also owns all the stock of the Rapid Railway system, the line from Grosse Pointe to Mount Clemens, the Detroit & Toledo line, and that between Detroit and Jackson. Since this company was incorporated it has added seven hundred and eight miles of track to its properties, and in the province of Ontario, Canada, it owns and operates the lines from Windsor to Walkerville and Tecumseh. In Detroit the system has been greatly amplified by the extension of the existing lines and by the installing of new ones. Cars of the most modern and improved type have replaced those of inferior order and the constant aim is to maintain the highest perfection in service and facilities. The company owns all of the capital stock of the Detroit & Port Huron Shore Line Railway, and also all of the capital stock of the Sandwich, Windsor & Amherstburg Railway. Its total mileage is now nearly eight hundred miles; its rolling stock consists of 1,561 cars, 2,637 motors, and 2,019 trucks.

At the time of incorporation the company elected the following named officers: Henry A. Everett, president; Jere C. Hutchins, vice-president and treasurer; Albert E. Peters, secretary; and Antoine B. du Pont, general manager. The last mentioned official resigned his position within the same year and removed to St. Louis, Missouri. The personnel of the present official corps (1908) is as follows: Henry A. Everett, of Cleveland, Ohio, chairman of the board of directors; Jere C. Hutchings, Detroit, president; Arthur Pack, Detroit, vice-president; Edward W. Moore, Cleveland, second vice-president; Edwin Henderson, New York, secretary; George H. Russel, Detroit, treasurer; Albert E. Peters, Detroit, assistant secretary; and Frank W. Brooks, Detroit, general manager. All of the officers mentioned with the exception of the secretary and assistant secretary are also members of the board of directors, which includes also the following named: Robert B. Van Cortlandt, New York city; Charles M. Swift, Detroit; Alonzo Potter, New York city; and A. J. Ferguson and J. M. Wilson, of Montreal, Quebec.

THE MICHIGAN MUTUAL LIFE INSURANCE COMPANY.

One of the most beneficent forces that has entered into and permeated modern civilization is that of life insurance. Its functions are in the protection of those who are nearest and dearest to the individual and thus they touch the home—that conservator of all that is best and most enduring in the scheme of human existence. In the light of recent developments and investigations which have revealed much that is wrong in the conduct of the business of certain corporations conducting life-insurance business there is no reason for public disquietude or lack of confidence, for the basic elements of indemnity remain unchanged and exalted and there are innumerable concerns which have a high sense of their stewardship and regulate their operations upon a broad, safe and humanitarian basis, enlisting the highest personal integrity and manipulating their financial affairs for the distinct and

prime benefit of those who seek security through their interposition. Such a concern is the Michigan Mutual Life Insurance Company, of Detroit, a corporation whose magnificent growth has been the diametrical result of effective service, honorable methods and public appreciation of the same.

This well known and substantial insurance company instituted business forty years ago, and its history is without spot or blemish. In 1867 it was incorporated under the laws of Michigan and began the transaction of life-insurance business within its assigned province, which then comprised practically only the state. Concerning its inception and growth the following pertinent extracts are taken from the Michigan Investor, a weekly publication, of the issue of August 27, 1904.

"The Michigan Mutual Life Insurance Company has far outgrown the dreams of its original organizers. It has become one of the big organizations of Detroit and Michigan and is now on the high road to take rank as one of the large insurance companies of the country. The dreams of the organizers of the company were modest, it must be chronicled. They expected the company to do largely a local business, with possible extensions into Ohio and Indiana. With such a restricted field its growth was naturally slow. The fact that it wrote endowment business almost exclusively for many years also was a check upon rapid advancement, as in course of time the endowment policies matured almost as fast as new business could be written. All this is changed now. The methods pursued by the company were revolutionized with the advent of Mr. O. R. Looker as secretary and manager, in 1883. From this year dates the real growth of the Michigan Mutual Life into a big insurance concern.

"The company is now abreast of any like concern in the world in the issuance of all approved forms of life-insurance contracts. It was the first company in the United States to endorse cash surrender values upon insurance policies, and it also has been the pioneer in many of the most attractive insurance contracts which are now universally approved and

used. Perhaps the most important of these is the provident plan of insurance, a method whereby the payments are made by the insured in monthly installments, instead of annually, thus supplying the masses with reliable old-line life insurance upon terms easily within their reach. This form of insurance has become so popular that many competing companies have copied and adopted it.

"Prior to 1883 the company's business had been confined to Michigan, Ohio and Indiana. Now it is ably and vigorously represented in twenty states, and the expansion is not yet ended. What the company has accomplished within the period of forty years that it has been doing business can be best told in figures. These show that it passed through the various periods of business depression which have occurred during the four decades with flying colors, surviving financial panics which stranded many older companies—a high compliment to the conservative methods of its officers. The whole number of policies issued during 1869 was 842, and the net number of policies in force was 1,018, carrying aggregate risks of \$1,694,600. By December 31, 1873, the assets had passed the half million mark, standing at \$500,336.21, despite the financial panic. There was a steady mounting of the assets of the company for the next four years. In 1880 the million-dollar mark had been overhauled, and there has been no setback in growth since. The three-million mark was passed in 1890 and the four-million mark was crossed in 1892. On January 1, 1904, the books showed the magnificent figures of \$8,355,318.29. At this time the whole amount of insurance in force was \$42,804,923.47, and the policies in force were 32,719. The surplus yet stands near the \$500,000 mark. (On the 1st of January, 1907, the books of the company showed assets to the amount of \$9,902,754, and since that date the ten-million mark has been passed. The insurance in force now aggregates forty-seven million dollars).

"The proof of the successful management of a life-insurance company, it is repeatedly asserted, is the earning power of the funds intrusted to its care by its policy holders and

the wisdom and care with which such funds are invested. The funds of the Michigan Mutual Life Insurance Company are all invested in first-mortgages upon real estate, worth in all cases at least twice the amount loaned thereon, and upon the security of its own policies. Not a dollar of the funds of this company is invested in stocks or other fluctuating securities. The Michigan Mutual Life Insurance Company was originally capitalized at one hundred thousand dollars, which amount was increased to two hundred and fifty thousand dollars in 1876, at which figure it yet stands. This capital is all paid up, and in addition the company has in the custody of the treasurer of Michigan a deposit of one hundred thousand dollars as a security for its policy holders. This money can not be withdrawn while a policy of the company remains in force."

It is not within the province of an article of this nature to enter into manifold details as to the history and status of any of the concerns here represented, but this outline of the admirable record of one of Michigan's splendid institutions is consistently given place in the pages. The first president of the company was the late Hon. John J. Bagley, who was succeeded, after a regime of four years, by Jacob S. Farrand, who remained at the head for nearly a quarter of a century, when death severed the connection. He was succeeded by William A. Butler, who died within the same year and who was succeeded by Hon. Thomas W. Palmer, who served until 1893, when the present incumbent, Oscar R. Looker, was elected president, still retaining the position of active manager. Of the men mentioned in this connection there is no need for extended mention, for their names loom large in the financial and civic history of Detroit and the state of Michigan. During all the years through which the company has been doing business it has had the executive and capitalistic support of citizens of the highest type, and the directorate, as well as the executive corps, has ever been a voucher for reliability and correct methods. The present officers are as follows: O. R. Looker, president; C. A. Kent, first vice-

president and counsel; Hoyt Post, second vice-president; A. F. Moore, secretary; Theron F. Giddings, general superintendent of agencies; G. W. Sanders, actuary; T. E. McDonough and B. A. Welstead, assistant secretary and assistant actuary, respectively; J. P. Dawson, cashier; A. H. Wilkinson, attorney; and C. A. Devendorf, M. D., medical director. The full personnel of the directorate of the company is as follows: O. R. Looker, A. F. Moore, T. F. Giddings, C. A. Kent, Hoyt Post, A. H. Wilkinson, C. A. Devendorf, T. E. McDonough, D. M. Ferry, George Peck, R. P. Williams, C. H. Candler, W. S. Green, L. H. Chamberlin, W. H. Brace, Thomas A. Wadsworth, M. L. Williams, E. H. Elwell, D. F. Mooney, and J. J. Mooney.

The foregoing record offers a brief resumé of the upbuilding of this strong and valued Michigan institution, and the work accomplished by the Michigan Mutual Life Insurance Company has brought to it all of honor and prestige and has reflected distinction upon the city and state.

Concerning the headquarters of the company the following description is taken from the Michigan Investor, to which we are indebted for previous excerpts.

"When the company began business it occupied an office in old Fireman's hall, in the Biddle block, on Jefferson avenue, and its office force consisted of three persons. Later it moved to the Buhl block on Griswold street. To-day it owns the historic building at the corner of Jefferson avenue and Griswold street, and employs more than fifty persons to transact its office business alone. The framed check which paid for its home is one of the prized possessions of the company.

"The building is one of the landmarks of Detroit. It was the first stone structure to be erected in Detroit, if not in Michigan. Originally built for the Bank of Michigan, in the '40s, it was occupied by Uncle Sam with the postoffice and federal courts, and the federal government retained possession of it until 1855, when it again became a banking office, being occupied by the Michigan Insurance Bank, the National Insurance Bank, and

finally the First National Bank. The site of the building is prominently identified with the early history of the city. A bronze tablet which appears upon the face of the structure was dedicated by the Society of Colonial Wars and the Society of the Sons of the American Revolution. It tells this story:

"This tablet designates the site of one of the gateways of Fort Detroit. The original stockade was known as Fort Pontchartrain and was erected when the city was founded, in 1701.

"Through the gateway here located, Pontiac, the Ottawa chief, with a band of Indians, passed on May seventh, 1763, intending to surprise and massacre the garrison.

"The exposure of his plot on the previous day caused the defeat of his plans and gave the English the supremacy of this region until the close of the Revolutionary war."

THE CALVERT LITHOGRAPHING COMPANY.

One of the largest and most modernly equipped institutions of the kind in the Union is that conducted in Detroit under the corporate title appearing above, and the concern has the farther distinction of being one of the oldest in the country. Like many others of the magnificent business and industrial enterprises of Detroit, it had its inception on a most modest scale, and its growth to its present proportions has been the diametrical result of the application of energy, technical skill, marked commercial prescience and inviolable integrity of purpose. On other pages of this work appears a brief review of the career of Claudius H. Candler, president of the company.

In the spring of the year 1863, after a sojourn of several years in the state of Minnesota, Thomas Calvert came to Detroit, where he soon afterward entered into partnership with John Gibson, a practical lithographer, who had lately established the business in this city, and they engaged in the lithographic business under the firm name of John Gibson & Company, beginning operations in a small building at the southwest corner of Jefferson

avenue and Bates street. In the following year Mr. Calvert purchased his partner's interest and changed the title to Calvert & Company. The enterprise was thus continued, with a modest office in a building at the northeast corner of Jefferson avenue and Griswold street, until 1867, when, on the 16th of March, the business was incorporated under the laws of the state, as the Calvert Lithographing & Engraving Company. Under the new regime the capital stock was placed at forty thousand dollars, and the first official corps was as follows: Thomas Calvert, president; Claudius H. Candler, vice-president and secretary; and Charles B. Calvert, treasurer. In 1870 the plant of the company was removed to quarters in the Arcade building, on Larned street west, and in 1874, still more commodious quarters were secured in the new Tribune building, adjoining the Arcade. In 1881, having outgrown these quarters, the business was removed into the new building erected by the late Frederick Buhl, at the southwest corner of Larned and Shelby streets. Eventually the concern secured and utilized this entire building, five stories in height, and there the headquarters were maintained for the long period of twenty-two years, within which the company had gained prestige which made its name known in the most diverse sections of the Union.

In 1897 the charter of the company expired by limitation, and on the 16th of March, the thirtieth anniversary of its granting, the original stockholders, including William A. Ross, held a meeting and formally transferred the property of the company to its lineal successor the Calvert Lithographing Company, whose interested principals and officers remained practically the same, George W. Heigho, who had been identified with the concern for sixteen years, becoming a stockholder at this time. Mr. Calvert remained president of the company, and actively supervised its affairs until his death, in 1900, and in the meanwhile the capital stock was increased from time to time until it reached its present figures, two hundred thousand dollars. In 1901 the company began the erection of its present extensive plant, at the corner of Grand River ave-

nue and Elizabeth street, and the same was completed and ready for occupancy in May, 1902. Fifty-two days were required in making the removal into the new quarters, and the cost involved was six thousand dollars. The present plant represents an expenditure of one hundred and fifty thousand dollars, and is one of the most modern and complete lithographing establishments in the country.

When the business was instituted originally it gave employment to two men and a boy, and was almost entirely local. It now employs over three hundred hands and extends throughout the entire United States and their possessions. During the corporate life of this company the lithographic business has been practically revolutionized; but the company has more than kept pace with the multifarious changes. In the present plant one hundred and fifty thousand square feet of floor space are utilized, and every department is thoroughly modern and complete in equipment and appointments. The personnel of the present executive corps of the company is as follows: Claudius H. Candler, president; William A. Ross, vice-president; and George W. Heigho, secretary and treasurer.

THE DETROIT CREAMERY COMPANY.

An industry of magnitude and one whose operations are based on ample capital and all that thorough experience and care can bestow, is that conducted under the title which forms the caption of this article. No concern of similar functions in the state of Michigan excels this in the extent and importance of its work, and the company is recognized as one of the substantial and emphatically progressive corporations of this favored commonwealth.

The Detroit Creamery Company controls a business whose inception dates back nearly forty years and whose history has been one of consecutive growth and ever increasing success. The company was incorporated in 1900, with a capital stock of one hundred and forty thousand dollars, which was increased to two

hundred thousand dollars in 1906, while in the following year, in meeting the amplifying demands of the enterprise, a further increase was made, to the noteworthy capital stock of four hundred thousand dollars. The company succeeded to the business of the firm of A. Easter & Son, and the latter represented a copartnership which was formed in 1889, to assume control of the business which had previously been conducted in an individual way by its founder, Alfred Easter, who initiated operations on a comparatively small scale in the year 1872. The story of the upgrowth of this really great concern is interesting to contemplate, and it bears at every stage the impress of the personality of its founder,—a man of marked business acumen and power and one whose progressive ideas and efforts have been the chief factors in the building up of the magnificent enterprise.

The plant of the Detroit Creamery Company, representing all that modern and thorough scientific principles and appliances can supply, occupies practically the entire triangular block bounded by Grand River avenue, Middle and Clifford streets and Adams and Cass avenues. This location is in the heart of the business district of the city,—a fact which has marked bearing on the facility with which the gigantic business is handled. In 1906 the fine ice plant was erected at the corner of Clifford and Middle streets, at a cost of eighty thousand dollars, and in the following year was instituted the erection of a three-story brick ice-storage building and milk department, at the southwest corner of Clifford street and Adams avenue, on the former of which it has a frontage of one hundred feet and on the latter of one hundred and eighty feet. The plant as completed represents a storage capacity for the accommodation of five thousand tons of ice. The new building involved an expenditure of more than one hundred thousand dollars, and the plant of the company is conceded without reservation to be one of the most perfect of the kind in the United States, both in size and in matter of

facilities, sanitary provisions, etc. The company are dealers in milk and cream, and manufacturers of ice cream. Their sales of milk and cream aggregate an average of two million gallons annually, and they virtually control the ice-cream trade of the city of Detroit, in which department of the business the sales have attained to as high a volume as six thousand gallons in a single day. The industry affords employment to a force of one hundred persons in the manufacturing and milk departments, and sixty-five in the delivery department. The company's stables, located at the corner of Second avenue and High street, have a force of fifteen employes and show an average of one hundred and forty horses, with a relative complement of fine delivery wagons and other necessary vehicles. The company pay out annually in wages alone the sum of two hundred and fifty thousand dollars, and this represents but a comparatively small part of the incidental expense involved in the operations of the business. The business covers Detroit and its suburban towns and villages, and this territory they virtually control, by reason of superior service in every particular. The policy of the interested principals of the company is essentially and emphatically progressive, no expense being spared in maintaining every department at the highest standard at all times, and the products command the well merited commendation of the general public, which is ever appreciative of service of high standard and of a business conducted upon principles of honor and fairness. The company have done much to promote, if not, indeed, to compel the raising of the standard of production in their line on the part of all competitors, and the great benefit of this result inures to the public. The officers of the company at the time of this writing, in 1908, are as here noted: Stephen Baldwin, president; Austin E. Morey, vice-president; Ferdinand W. Ulrich, secretary and treasurer; and Alfred Easter, the founder of the business, general manager of the great enterprise, to which he may well point with pride and satisfaction.

RUSSEL WHEEL & FOUNDRY COMPANY.

One of the substantial manufacturing enterprises of Detroit is that conducted under the title noted, and the business dates its inception back to the year 1880, when Messrs. George H. and Walter S. Russel founded the works and began operations on a modest scale, at the foot of Walker street. In 1892 the business was removed to its present location, on Chene street, where the company owns a tract of fifteen acres, and where large and substantial buildings have been erected, equipped with the best of machinery and facilities.

The company is incorporated with a capital stock of five hundred thousand dollars, and the personnel of the executive corps is as follows: W. S. Russel, president; George H. Russel, vice-president; John R. Russel, secretary; A. W. Russel, treasurer; and C. W. Russel, assistant manager. The company gives employment to seven hundred men, principally skilled operatives, and the annual pay roll reaches an aggregate of nearly four hundred thousand dollars. The company makes a specialty of manufacturing cars for mining and similar operations, and also of structural iron work. The business has grown to be one of wide scope and importance and contributes its quota to the commercial prestige of the city. Walter S. Russel is a member of the directorate of the American Radiator Company, of which he was one of the founders, in association with his brother George H. Dr. George B. Russel, the father of George H., Walter S., and John R., made the first gas and water pipe ever manufactured in the state of Michigan, and was the founder of the Hamtramck Iron Works. In this manufactory were turned out the first car wheels ever manufactured in the west. George H. Russel was secretary of this company.

THE MICHIGAN COPPER & BRASS COMPANY.

Detroit offers unequalled inducements for the prosecution of industries of great magnitude and, in particular, to manufacturing enterprises, by reason of her available supply

sources, desirable internal facilities and ready financial fostering. That these facts are realized is shown by the wide scope and importance of the industrial and commercial activities of the Michigan metropolis, and the advancement along normal lines of business has been greatly accelerated within the past decade, through the application of that progressive spirit which is making for the upbuilding of the larger and greater city. The representative capitalists and business men of Detroit are duly conservative, and this fact is to be looked upon with satisfaction, but they are ever ready to lend influence and tangible co-operation in the promotion of business undertakings of legitimate order and in maintaining them upon the highest plane of productive activity. A noteworthy example is afforded in the securing to the city the Michigan Copper & Brass Company, whose business is one unique in the middle west, as the functions of its great plant have hitherto been practically monopolized by institutions of the sort in the eastern states,—particularly Connecticut, which has virtually controlled eighty-five per cent. of the brass and copper manufacturing of the Union. The products of the Detroit plant include copper, brass and German silver in sheets, rolls, rods, tubing, wire, blanks and shells, and the equipment of the mammoth and thoroughly modern establishment is unexcelled by that of any other in the country. It is needless to say that the industry is a distinctive acquisition to Detroit, both in a direct and collateral sense.

The Michigan Copper & Brass Company was organized in 1906, and its articles of incorporation were approved in that year. The original capital stock was four hundred thousand dollars, and in enlisting this capital the chief promoter was George H. Barbour, the president of the company from the start and known as one of the most substantial and progressive of Detroit's representative capitalists. Later, the capital was increased by two hundred thousand dollars, represented in the issuing of preferred stock. The issuing of this additional stock was found expedient in view of the fact that as the work of erecting

and equipping the fine plant progressed it was found that greater expenditures were entailed than had originally been contemplated. The policy was to spare no expense in making the plant perfect in every detail, and Mr. Barbour's enthusiastic and indefatigable efforts found their reward when the privilege became his, on the 24th of July, 1907, of giving the signal which started the operation of the machinery in the splendid plant of the company. The buildings are of the most approved type of modern construction, being located on River street, just east of Fort Wayne. The following description is substantially that given in the Detroit Free Press of July 24, 1907, only such paraphrase and elimination being made as to make the statements consonant with the prescribed limitations of this publication.

"Entering the long, clean building, made light by the saw-tooth roof in which are set the skylights, the visitor is confronted with a maze of overhead shafting and tracks for traveling cranes. The cranes traverse the building at intervals and two great cranes go the entire length of the structure, a distance of five hundred and sixty-eight feet. At the front of the building are the tube-drawers, with their tremendous pulling power. Six of these massive machines will make the tubes and heavy rods. The immense immersion and pickling tanks along-side of them have a business-like look, the pickling vats being lined with three-eighths inch lead, as smoothly put on as if it were paper. At the rear of the building are the initial furnaces which receive the copper and spelter. Flanking the drawing benches, with their endless chains and nippers, are the wire-drawing machines, into which the rods go for the manufacturing of the larger sizes of copper wire. Other machines are provided which will make wire from the trolley size down to the diameter of fine linen thread, all the drawing being done cold. To the right of the main entrance of the building are several massive rolling machines, with their large cogged fly wheels. One shaft leading from the engine operates all the rolls, but any of the machines may be detached without inter-

fering with the operation of the others. The superintendent in charge of the building of the mill pronounced it the finest he had ever seen, and he had personally supervised the building of twenty-four mills prior to this. Power is furnished by a magnificent Allis-Chalmers engine of twelve hundred horsepower. Every labor-saving device possible has been provided, and yet this new plant will employ five hundred men when running to full capacity. The plant has a unique water-works of its own, and in every particular the establishment is a model and one capable of turning out products of ultimate excellence."

From the article to which recourse has just been made for the foregoing data it is not inconsistent to draw farther, in order to perpetuate the words of the president of the company uttered on the occasion of the "dedication" of the plant. Mr. Barbour spoke essentially as follows: "It is very gratifying to me, and I believe to all the stockholders and directors, to know that this plant and its equipment have been completed and paid for in cash and that there is not a dollar of indebtedness upon it. I believe we have the most modern and up-to-date copper-rolling mill in the country. We believe this institution will prove of great interest to the general manufacturing industries of Detroit. Why should we not manufacture the product of our own state? Here we are, located some seven or eight hundred miles nearer where the copper is produced than are many of our competitors, and is it not better to manufacture it right here at home than to have it shipped east, manufactured there and then returned to the west? We are most favorably located for this particular branch of industry." The plant has a frontage and best of dock facilities on the Detroit river and has also a spur track from the Michigan Central Railroad, so that its shipping and receiving facilities are of the best.

The official and executive corps of the Michigan Copper & Brass Company is as here noted: George H. Barbour, president; James E. Danaher, first vice-president; David M. Ireland, second vice-president; George H.

Barbour, Jr., treasurer; John R. Owen, secretary; and Jeremiah Howe, general superintendent. All of the above mentioned gentlemen are members of the directorate of the company, and the others represented on the board of directors are James T. Whitehead, Henry B. Ledyard, Jeremiah Dwyer, Frederick T. Moran, Fred M. Alger, and Edward J. Corbett.

THE DETROIT FIRE & MARINE INSURANCE COMPANY.

As the American republic stands to-day pre-eminent among all the nations of the globe in its capacity for conducting affairs of great breadth and scope, so does the splendid enterprise of the Detroit Fire & Marine Insurance Company stand as a conspicuous example of the truth of this statement. The company has conducted its affairs according to the most honorable methods during its entire history, covering a period of more than forty-two years; it is independent yet conservative in its mode of transactions, not controlled by influence or direction of compacts or associations, offering secure and reasonable indemnity and securing to itself popularity and consequent prosperity.

This company was organized on the 1st of February, 1866, and was duly incorporated under the laws of the state, with a subscribed capital stock of five hundred thousand dollars, of which one hundred thousand were paid in. The paid-up stock was later increased to one hundred and fifty thousand dollars. The personnel of the first official corps of the company was as follows: Caleb Van Huse, president; Edward Kanter, vice-president; and S. Warner White, secretary. In addition to these officers the board of directors included the following named representative citizens of the state: John Owen, Charles Ducharme, William A. Moore, M. I. Mills, John J. Bagley, Eber Ward, Joseph Aspinall, F. Wetmore, L. M. Mason, S. Gardner, H. E. Benson, Emory Wendell and Edward Trowbridge, all of Detroit; and T. D. Gilbert, of Grand Rapids; S. P. Williams, of Lima, Indiana; P. Bach, of Ann Arbor; and S. S. Cobb, of Kalamazoo.

From the above list it will be seen that all save one on the board of directors were Michigan men, and the company has remained essentially a Michigan institution during the long intervening years, which have witnessed the passing away of the greater number of those who were interested in its organization.

The original headquarters of the new company were at 124 Jefferson avenue, and later the present eligible location, at No. 100 Griswold street, was secured. Discriminating management soon secured to the company a good business through the southern part of the state, and from the beginning an excellent support was received in the department of marine insurance, which has continued an important feature of the business until the present time. In 1871 the company, whose business had been extended into adjoining states, encountered very severe losses in the Chicago fire, as well as in disastrous fires in Holland and Manistee, Michigan, in the same year. This required the calling in of thirty per cent. of the stock, and the subscribed capital stock was then, by resolution, reduced to three hundred and fifty thousand dollars. Upon hearing of the Chicago fire, and before the extent of the company's losses therein was known, William A. Moore offered the following resolution at a meeting of the stockholders: "Resolved, That the officers of the company be instructed to reply to inquiries as to its responsibility, that the company is solvent and that the business will be continued." This resolution exemplified the loyalty which has ever characterized the stockholders of the company and the policy which has conserved its continued and gratifying success.

Mr. Van Husan continued incumbent of the office of president until his death, in 1884, proving a most able and popular executive, as did also his successor, William A. Butler, who served until his death, in May, 1891. Mr. Butler was, in turn, succeeded by William A. Moore, who likewise had done much to further the success of the enterprise, and upon his death, in September, 1906, Edward H. Butler, the present popular incumbent, was elected to the presidency. S. Warner White continued

in the office of secretary until March, 1868, when James J. Clark was chosen his successor. The latter held the office until 1891, when he was made vice-president, of which office he was in tenure until his death, which occurred in November, 1899. He was succeeded by C. L. Andrews, who was secretary of the company until January, 1900, when he was elected to his present office, that of vice-president. A. H. McDonell became assistant secretary in 1891, and upon the advancement of Mr. Andrews to the vice-presidency he was chosen secretary, in which position he is still serving.

Since its organization the company has paid in losses more than five millions of dollars. Since January 14, 1897, the capital stock has been five hundred thousand dollars, all paid up, and the gross assets, as indicated in the official statement under date of January 1, 1908, are \$1,939,094.88. The names of the present officers of the company have already been noted with the exception of that of C. A. Reekie, who is now assistant secretary. The board of directors is as follows: Alexander Lewis (deceased since this article was prepared), E. O. Grosvenor, Oliver Goldsmith, Merrill B. Mills, George Peck, Edward H. Butler, Edward C. Van Husan, Charles A. Ducharme, Junius E. Beal, H. L. Jenness, D. E. Heineman, George N. Brady, Albert L. Stephens, William R. Croul, C. L. Andrews, Charles A. Dean, A. H. McDonell, D. L. Quirk, W. V. Moore, and S. T. Miller.

THE DETROIT WHITE LEAD WORKS.

Under the title noted above is conducted one of the splendid manufacturing industries of Detroit and one which has grown from a most modest nucleus to its present magnificent proportions as one of the largest concerns of the sort in the world.

The inchoation of the enterprise dates back to 1865, when J. H. Worcester established on Jones street, between Third and Fourth streets, a diminutive factory, in which he began operations on a small scale, under the title of the Detroit White Lead & Color Works. Unfavorable circumstances finally forced the

failure of the business, but Mr. Worcester again resumed operations, which he continued until 1880, in the autumn of which year he again made an assignment, having in the meanwhile amplified the facilities of his plant to a point which placed it upon a modern basis for the time. At this juncture Colonel Fordyce H. Rogers, the present president and general manager of the corporation, purchased from the assignee the entire plant and business, and a short time afterward he effected the organization of the Detroit White Lead Works, which was incorporated December 22, 1880, with a capital stock of fifty thousand dollars, of which amount twenty-two thousand five hundred dollars was paid in. The original president of the company was F. D. C. Hinchman, and the others of the executive corps were as follows: Horace M. Dean, vice-president; Carlos B. Shotwell, secretary; and Colonel F. H. Rogers, treasurer and general manager.

Colonel Rogers inaugurated at once a most vigorous, progressive and well defined policy, and to him more than any other is due the upbuilding of the business to its present solid and extensive status. More capital was paid in within a short time and the plant was modernized and remodeled. The first dividend of ten per cent. on fifty thousand dollars' capital, was declared in July, 1882, and since that time as high a dividend as forty per cent. has been declared, the average being sixteen per cent.

February 27, 1896, the plant was destroyed by fire, entailing a loss of ninety thousand dollars, with insurance indemnity of forty-two thousand dollars. The company at once prepared to rebuild upon a far more extensive and elaborate scale and secured the present eligible site, on Milwaukee avenue, in the northeastern environs of the city, where substantial brick buildings were erected, admirably adapted for the various departments of manufacture. In the new plant operations were instituted on the 6th of November, 1896, and the buildings now cover a total of nearly four acres, having all modern facilities and accessories, and being equipped with an auto-

matic sprinkling system for protection against fire. No superior plant of the sort is to be found in the world and there are few more extensive in scope or controlling a larger business. The company maintains branch houses in Chicago and Buffalo, and maintain agencies in other leading American cities, as well as in the principal foreign countries. The trade of the concern ramifies into all sections of the civilized globe and is constantly expanding in scope and importance, owing to the aggressive business policy and the superiority of the products. To meet insistent exigencies, the capital of the company has been amplified from time to time and is now placed at seven hundred thousand dollars.

The present executive corps of the Detroit White Lead Works is as follows: Ford H. Rogers, president, and general manager; George Peck, vice-president; H. B. Levan, treasurer; and Henry Duffield, secretary. The personnel of the directorate is as follows: Ford H. Rogers, George Peck, J. M. Thurber, W. H. Brace, and W. J. Weaver, the last mentioned being superintendent of the works.

THE MICHIGAN SUGAR COMPANY.

Michigan's active interest in the beet-sugar industry dates from 1898, when the first factory was erected. The preceding year both the state and nation passed favorable legislation to encourage the industry. In the course of an European trip Mr. N. B. Bradley, of Bay City, took occasion to investigate the beet-sugar industry in Germany and Holland. He became convinced that certain sections of Michigan, especially the Saginaw valley, are well adapted to beet culture. In his experimental work he was ably assisted by Professor Kedzie, of the State Agricultural College. As a result of this experimental work, a company was organized and a factory erected at Bay City to care for the crop grown the summer of 1898. The following year the industry was established in three distinct sections of the state. An additional factory was erected at Bay City and another at Alma, thus occupying the Saginaw valley. In southwestern Michi-

gan factories were erected at Holland, Benton Harbor and Kalamazoo; in the eastern section of the state, at Caro and Rochester. During the next two or three years two additional factories were built at Bay City, two at Saginaw, and one at each of the following places: Tawas, Owosso, Lansing, Croswell, Sebewaing, St. Louis, Mount Clemens, Marine City, Blissfield, Menominee and Charlevoix. Experience taught that the light soil in certain sections of the state was not adapted to beet culture, and consequently the factories at Kalamazoo, Benton Harbor, Tawas and Rochester were moved to other states. It was also found that too many factories had been located in the Saginaw valley, and the original Bay City factory and one of the Saginaw factories were moved west.

Detroit capitalists early became interested in the factories located at Caro, Croswell and Rochester. Among those who supported the movement were Hon. James McMillan, Messrs. W. C. McMillan, George Peck, G. W. Lee, Henry B. Joy, Charles B. Warren, Cyrus Lothrop, C. A. Black, E. H. Parker, and Charles Bewick.

Originally each company owned and operated one factory. Later it was found that economies in operation could be made by effecting certain consolidations. The factories at Lansing and Owosso were consolidated under the title of the Owosso Sugar Company, with general offices at Bay City. In 1906 six factories, located at Bay City, Saginaw, Alma, Caro, Croswell and Sebewaing, were consolidated under one company, known as the Michigan Sugar Company, with a capital of twelve and a half million dollars. The officers of the company are: Charles B. Warren, Detroit, president; A. W. Wright, Alma, first vice-president; T. A. Harvey, Saginaw, second vice-president; F. R. Hathaway, Detroit, secretary; H. A. Douglas, Detroit, treasurer; and W. H. Wallace, Saginaw, general manager. The operating offices of the company are in Saginaw, while the offices of the president, secretary and treasurer are in Detroit.

The beet-sugar industry of Michigan has increased during the past ten years to a point where this state is now manufacturing as much granulated sugar as it consumes, ranking second in the entire United States. The amount of sugar produced for each of the past two years is about two hundred million pounds, valued at nine million dollars. Some thirty thousand farmers are engaged in raising the one hundred thousand acres of beets used annually by the factories of the state. For these beets they receive years five million dollars. This amount has been added to the agricultural output of the state without diminishing in any way the other agricultural resources of Michigan. The general effect has been to improve agricultural conditions so that in those sections of the state in which beets are raised the actual yield in other farm products has been increased by virtue of the improved methods necessitated by the cultivation of beets. The influx of ready money occasioned by the beet-sugar industry exerts a powerful beneficial influence in many lines of commercial activity.

During the manufacturing season each of the sixteen factories now operating in the state employs from three hundred to four hundred workmen at an average daily wage of two dollars and twenty-five cents. About thirty-five per cent. of the beets used at the factories is received by wagon haul, the remainder by rail. No other crop yields as great returns per acre to railroads as does that of beets, the average freight on raw material, finished product and supplies being fourteen dollars an acre where the beets are transported by rail, and nine dollars an acre where they are hauled to the factory by wagon. The annual freight bill of the Michigan sugar companies is nearly a million dollars.

When judged by the money invested, the money distributed, the effect upon rural districts, railroads and labor, it is safe to say that the beet-sugar industry is the most important enterprise that has marked the development of the state during the past decade.

THE CADILLAC MOTOR CAR COMPANY.

Within the past decade there has come a most gratifying realization and utilization of the advantages of Detroit as a manufacturing and distributing center, and the result has been the extraordinary development in industrial lines within that period, so that the term "Greater Detroit" is no misnomer.

Among the great industrial enterprises here established and one that has important bearing upon the commercial prestige of the city is that conducted by the Cadillac Motor Car Company, whose vehicles have gained and maintained the highest reputation for superiority and whose trade has reached an enormous annual aggregate.

The Cadillac Motor Car Company had its practical inception in 1902, when the business was established under the title of the Cadillac Automobile Company, and the concern was incorporated with a capital of three hundred thousand dollars. In preparing for active operations the company purchased the plant of the old Detroit Motor Company, and in 1903 the works were considerably enlarged, to meet the demands of the new institution. In April, 1904, misfortune overtook the company, in that the greater part of its plant was destroyed by fire, entailing a very considerable loss above the insurance indemnity carried. The upbuilding of the present finely equipped plant was at once instituted, and it now covers five hundred and twenty-five thousand square feet, most of the buildings being three stories in height. While the new quarters were in course of construction the company continued its manufacturing, utilizing a storage building across the street from the present plant and completing and shipping one machine on the day following the fire. By the 1st of July the concern had made the record of shipping from its plant a larger number of machines than had any other automobile factory in the world, in the quarter ending July 1st, and they now manufacture four thousand machines annually and place the same on the market, still maintaining the record of turning out more motor cars each year than any other manufactory in existence.

In 1905 the company secured control of the plant and business of the Leland & Faulconer Manufacturing Company, manufacturers of engines of all kinds, and this plant became an accessory and complement to the original concern, whose facilities were thereby greatly expanded. In 1905 of the year last noted a reorganization of the company took place and the present corporate title was adopted, while the capital stock was increased to the significant amount of one and one-half millions of dollars, giving the concern precedence over all others. The personnel of the executive corps of the company is as follows: Lem W. Bowen, president; William H. Murphy, treasurer; Wilfred C. Leland, secretary; and Henry M. Leland, general manager.

In the direct operation of the gigantic plant employment is given to more than two thousand men, and as many more are retained in service in outside factories maintained by the company for the manufacturing of bodies, springs and other accessories. Of the labor employed fully seventy-five per cent. is of the skilled order, and the weekly pay roll represents an expenditure of twenty-five thousand dollars. About ninety per cent. of the output of the plant is sold in the United States, and the export trade is steadily increasing, extending to Great Britain, Australia, Mexico, Russia, Germany, Sweden, South America and the Dominion of Canada. The company has successfully met all foreign competition and its products are coming into greater favor as their superiority becomes known. A noteworthy fact in connection with the machines manufactured by this company is that not the slightest detail of mechanism and finish is permitted to fall below the highest possible standard. Inspection of all parts is most scrupulous and any piece of inferior order is rejected. The motor cars turned out represent the acme of excellence thus far attained in automobile manufacture, and this claim applies not alone to the engines, driving mechanism, etc., but also to the finishing of every part of the vehicle. Detroit may well be proud of possessing, in this day of phenomenal production and popularity of automobiles, a factory

which exceeds all others in the world in the total of its annual output and which produces machines of indubitable superiority. Since 1905 the general supervision of the entire factory has been in the able control of Henry M. Leland, of whom individual mention is made in this work. It is not within the province of this publication to enter into full details concerning the manufacturing and commercial industries which are given representation here, but it is gratifying to make record concerning so magnificent and effectively managed a concern as that of the Cadillac Motor Car Company, which represents one of the industrial giants not only of Detroit, but also, of the sort, in the entire world.

THE CLARK WIRELESS TELEGRAPH & TELEPHONE COMPANY.

In no branch of science pertinent to practical industrialism and public utilitarian purposes has been accomplished so wonderful a work as in the field of applied electricity. In fact, it cannot but be admitted that the subtle force which is engaging the attention of the best scientific minds and many of the leading industrial economists of the day, is destined to still more marvelous development. Within the limits of a sketch of this character it is impossible, and, indeed, unnecessary, to enter into an extended consideration of the application of wireless telegraphy and telephony in connection with practical commercialism. Proven results attest the value of the wireless systems, whose splendid showing has been a matter of wonderment and admiration. One of the successful inventors, developers and promoters of these systems is Thomas E. Clark, a brief sketch of whose career appears on other pages of this volume, and to him is due the establishing in Detroit of the plant and headquarters of the Clark Wireless Telegraph & Telephone Company, of which he is vice-president and directing engineer. It is needless to say that the company has proved a noteworthy addition to the industrial concerns which contribute to the pre-eminence of Detroit, and the institution is one whose continuous expansion

and cumulative success are emphatically assured.

In the review of Mr. Clark's career are given adequate data concerning the efforts and movements which led to the organization of the Clark Wireless Telegraph & Telephone Company, which was incorporated under the laws of the state of Arizona in February, 1907, with a capital stock of two million five hundred thousand dollars. The capital stock is divided into two million five hundred thousand shares at a par value of one dollar each. There is no preferred stock, no bonds are issued, and all stock is non-assessable. At the time of incorporation five hundred thousand shares of the company's stock were exchanged for the property of the original Clark Electric Engineering Company and Clark Wireless Telegraph Company, which latter company had been organized and incorporated in 1906. This special block of five hundred thousand shares of stock is to be held in escrow until the company shall have attained to a dividend-paying basis. The remaining two million shares of the company's stock have been set aside for the use of the treasury and will be offered for sale in limited allotments, at such time as expediency shall dictate, through the requirement for capital to increase the capacity of the manufacturing plant, for the installation of new stations in interior and lake-coast cities, for equipping steamships and other vessels on the Great Lakes with wireless telegraph and telephone apparatus and for the necessary expenses to enable the company to operate on an extensive scale. The enterprise is in no sense a speculative scheme, but, as stated in a prospectus of the company, "is a plain business proposition, now in actual operation, easy of investigation, and of the merits of which any and all conservative investors can fully familiarize and convince themselves before investing in shares of the company's stock."

The personnel of the official and executive corps of the company stands as voucher for the legitimacy and strength of the proposition and for its practical and well demonstrated suc-

cess at the present time. These officers are numbered among the representative capitalists and business men of Detroit, Cleveland and Buffalo,—men of high financial standing and unassailable reputation. The list of officers is as here noted: R. R. Sterling, president; Thomas E. Clark, vice-president; J. H. Livsey, second vice-president; N. A. Hawkins, secretary; and E. E. Collins, treasurer. They also, with the addition of Edward Smith, of the Great Lakes Towing Company, Captain John Mitchell, of Cleveland, and William Gray, constitute the board of directors. Gray & Gray, of Detroit, are attorneys for the company. Literature, descriptive and statistical, has been issued by the corporation and may be had upon application.

Several of the leading lines of steamers on the Great Lakes are making practical and effective utilization of the Clark wireless systems, including the boats of the Detroit & Buffalo Steamship Company and the Detroit & Cleveland Navigation Company, which installed the service in 1904. It is purposed by the Clark Company to rapidly and extensively expand its service on the Great Lakes and, based upon past results, the revenues from this source alone will be large and substantial. From the company's attractive brochure, which has already been mentioned, is secured the following excerpt: "Ten years ago (1898) saw the origin of the Clark Wireless Telegraph & Telephone Company. This company had its birth in Detroit, carried on its experiments in the heart of the city, and learned to overcome all the difficulties that commercial wireless-telegraph companies will encounter. There is a vast difference in land and fresh-water conditions as compared with wireless transmission over or by salt water. Where the old-world demonstrators have been successful in the comparatively easy work over the ocean, this company has been doubly successful in the extremely difficult problem of wireless transmission over land and fresh water. The Clark Company was the first to advertise wireless instruments for sale for practical use. It was the first wireless-telegraph company to communicate with a for-

eign country by means of space telegraphy. It has the first and only factory ever built and equipped anywhere in the world solely for the purpose of manufacturing commercial wireless-telegraph apparatus for sale to everybody.

The fact that the Clark wireless-telegraph system was subjected to a most stringent investigation by the United States signal corps department before it was accepted and adopted by the government, has dissipated much of the skepticism with which it has previously been regarded. The United States government adopted the Clark wireless system in various departments in the latter part of 1905. As is well known, the government requires the most rigid investigation before purchasing supplies of any kind. After the inventor, Thomas E. Clark, had demonstrated his apparatus before a board of experts, and in competition with several foreign systems, the Clark system was favored." In this connection a flattering report was made to the chief signal officer by the electrical engineer who conducted the investigation and experiments. The Clark apparatus was the first to be introduced into educational institutions and many of the leading universities and colleges of the country now utilize the same for illustrative and practical purposes.

The Clark wireless apparatus is also in use by the Japanese government, and from every source have come recommendations of its great efficiency and its economy in operation.

In December, 1906, Mr. Clark made demonstrations of wireless telephone, achieving a noted success in his experimental work and has greatly developed wireless-telephone communication, so that now the scientific journals of the country predict that he has demonstrated practically what may be the nucleus of a wonderful telephone system in the future. In June, 1908, Mr. Clark showed the successful operation of wireless telephone which had been installed on the new steamer "City of Cleveland" and on the Clark wireless-telegraph station at the foot of Wayne street, Detroit. Passengers on the steamer were able to talk twenty-five miles by the Clark wireless telephone. This apparatus Mr. Clark is contin-

ually developing and perfecting, extending the talking distance so that he is now able to talk fifty miles. He has every confidence that the time is not far distant when it will be possible to talk by wireless telephone from Detroit to New York city or Chicago.

Following is a brief description of the present factory of the Clark Company, and it is the purpose of the corporation to erect in Detroit within the near future a magnificent laboratory and extensive plant, in harmony with the vast business possibilities which the enterprise offers.

The factory of the Clark Wireless Telegraph & Telephone Company, corner of Cass and State streets, is located in the central downtown district of the city of Detroit. The building is of brick and stone, fifty-eight by one hundred and thirty feet, three stories high. On the first floor is located the office, well equipped with modern office furniture. A door leads directly from the office into the large factory room. Here are found the lathes, drill presses, screw machines, planers, auto-drills and electric winding machines, with a force of men turning out the machine-shop part of the work, electric motors being the power used to operate the various machines, both on this and the second floor. Adjoining the machine-shop is a specially large laboratory-testing room, used for testing and trying out the various instruments and apparatus manufactured by the company. Here is gathered together a complete storehouse of electric-testing instruments, scientific and chemical-laboratory apparatus to carry on the varied research work that is necessary in connection with the development of the Clark wireless telegraph and telephone systems. The second floor is equipped with wood-circular saws, planers and the accessories necessary for cabinet work, as well as an assembling and drying room. Here a force of men are engaged in assembling instruments and apparatus; and on long, narrow tables are completed wireless-telegraph and telephone instruments of the various types, from the smaller miniature sets to the larger station sets for long-distance work. A part of this floor is devoted at times to the giving of instruction to young men on the apparatus. The efficiency of all apparatus manufactured is fully up to the standard of the best electrical instrument, and the wireless telegraph apparatus is superior to any other.

THE MICHIGAN STATE TELEPHONE COMPANY.

As representing one of the important public utilities of the state of Michigan, this company, whose official headquarters are maintained in Detroit, wields a most positive and valuable influence in connection with civic and commercial affairs. The corporation bases its extensive operations on large capital and most effective administration. The ramifications of its lines are virtually co-extensive with the limits of the state, and the system is maintained at the highest standard of modern telephony.

The Michigan State Telephone Company was organized in February, 1904, and is the direct successor of the Michigan Telephone Company, which was practically the pioneer concern in the development of the telephone business in Michigan. The control of the original company was vested in William A. Jackson and the Newberrys and the McMills of Detroit, but in reorganization four years ago it passed into other hands.

The Michigan State Telephone Company is a state-wide corporation, connecting every village and city in the state with its network of local and long-distance lines. Outside of the state it connects over the lines of the Bell system with almost every city and town of any importance between the Rocky mountains and the Atlantic ocean. Although it is physically a part of the "Bell Company," it is entirely independent of Bell ownership and control; it is strictly a locally incorporated and individually owned Michigan enterprise, and one that the state may justly claim with pride. In round numbers the Michigan State Telephone Company, July 1, 1908, connected with one hundred and forty-five thousand subscribers in Michigan and over three million in the United States. In the last four years it has actually doubled its number of subscribers and its wire mileage, and in 1907, with the single exception of San Francisco, which was in process of rehabilitation, the percentage of increase in subscribers in the city of Detroit was the greatest of the twenty-five largest cities in the United States. Since January 1, 1908, to the

time this work goes to press, September 1, this company has made in Detroit a net gain of four thousand six hundred and forty-three,—a new subscriber every hour, night and day, excepting Sunday. This is the highest record of growth in Detroit for any equal period in the history of the company and the net gain of eight hundred and forty for the month of August, 1908, is the largest net gain for any one month. Financial depression evidently has not affected in any way the steady progress of the enterprise, for there was a thirteen per cent. increase in gross earnings for October, November and December, 1907, over the corresponding period of the preceding year.

Although a fifteen million dollar corporation, serving thousands of patrons and combining nearly three hundred connecting companies in one great unified system, this company has undertaken a man-to-man policy of dealing with its thousands of customers and constituents. Its policy is on record, in printed form, framed and posted as a "declaration," in every office and exchange in the state,—to the effect that it will "furnish the best grade of telephone service, adopt every improvement, reduce rates whenever business safety will permit, adjust fairly each complaint, treat as man to man all subscribers, remove the idea of soulless corporation, and bring about a personal, friendly feeling between the company and the subscribers." To-day the operations of the company have a practically impregnable fortification and the corporation is solid and deservedly prosperous. The company has in operation fully two hundred and ninety-five thousand miles of wire, involving the use of one hundred and forty-five thousand telephone instruments and the employment of over six thousand miles of long-distance toll lines in Michigan, thus affording connections throughout the entire state. In the service of the company is retained an army of nearly four thousand employes, duly assigned to the various departments of work.

The officers of the Michigan State Telephone Company are as here noted: N. C. Kingsbury, president; Dudley E. Waters, vice-presi-

dent; B. W. Trafford, vice-president and general manager; Walter I. Mizner, secretary; W. L. Burrows, treasurer; H. J. Booth, auditor; C. L. Boyce, engineer; and E. G. Stevenson and W. E. Thompson, attorneys.

THE NORTHWESTERN TRANSPORTATION COMPANY.

The corporation here designated is one of the oldest and most important companies engaged in lake transportation business with headquarters in Detroit, and the enterprise is one of broad scope, having marked influence in upholding the great marine tonnage for which the fair "City of the Straits" has long been noted.

The Northwestern Transportation Company dates its inception back nearly forty years, its organization having been effected on the 21st of January, 1869, when it was incorporated under the laws of the state, with a capital stock of two hundred thousand dollars, of which amount seventy-five thousand dollars were paid in. The organizers of the concern were Messrs. Robert J. and Henry Hackett, William McGregor, David Cotter, Duncan McLaughlin, James A. M. Morton and Andrew Hackett. The personnel of the first executive corps was as follows: President, Henry Hackett; vice-president, William McGregor; secretary and treasurer, Robert J. Hackett. Besides these officers the directorate of the company included Messrs. McLaughlin and Cotter. The original charter, issued for a period of thirty years, was secured on the date noted above, and the company forthwith engaged in the general marine freight business, operating a number of tugs and freight boats and devoting special attention to the handling of iron ore and coal.

In 1872 Elihu M. Peck was elected to the presidency, having acquired a large interest in the company in the preceding year, and he continued to be the executive head of the concern until his death, which occurred in 1896. He was an able and progressive officer and did much to upbuild the large business of the company. The original organizers dropped out from time to time, the Hackett brothers having

withdrawn about 1876, when Harvey H. Brown, of Cleveland, Ohio, now president of the company, was elected secretary pro tempore. Later George Hendrie became secretary, and upon the death of Captain Elihu M. Peck Mr. Brown was chosen to succeed him in the presidency, of which position he has since remained incumbent, his election having taken place in 1896. In 1882 Alexander McVittie was chosen secretary of the company, serving until 1889, when he was succeeded by James Findlater. In 1892 Lewis C. Waldo succeeded to the office of secretary and in 1896 he was made general manager of the business. In 1891 the capital stock of the company was increased to six hundred thousand dollars, with four hundred and fifty thousand dollars paid in. In 1879 they reorganized, with a charter for thirty years, under the same title.

The company at the present time operates four boats, namely: The "Harvey H. Brown," with four thousand five hundred tonnage; the "S. R. Kirby," thirty-five hundred tons; the "Fayette Brown," thirty-five hundred tons; and the barge "George E. Hartnell," fifty-five hundred tons. The concern is now one of the oldest of the sort on the lake system and its reputation has ever been unassailable, while at every stage its management has been reliable and effective. The present officers of the company are: Harvey H. Brown, of Cleveland, Ohio, president, and Lewis C. Waldo, of Detroit, secretary, treasurer and general manager.

THOMAS BARLUM & SONS.

An enterprise that has been built up from one of small scope to its present large proportions is that conducted by Thomas Barlum & Sons, packers of pork products and wholesale and retail dealers in meats, with headquarters in the Barlum building, Fifth street and Grand River avenue. The business was founded by Thomas Barlum, of whom individual mention is made on other pages of this work. His first place of business was a stall in the old Central market, in Cadillac Square, and when the building was finally removed and the market so long maintained in the same was abolished,

he secured quarters in the same vicinity, at the corner of Bates street and Cadillac Square. In 1889 Mr. Barlum admitted to partnership his eldest son, John J. Barlum, who is likewise the subject of an individual sketch in this work. At the time this association was formed the firm title of Thomas Barlum & Son was adopted, and in 1905, when the younger sons, Thomas J. and Louis P., were admitted to the firm, the present title was adopted. A branch retail store is maintained in the building owned by the senior member of the firm and known as the Barlum flats, the same having been erected by Thomas Barlum and being located at the corner of Fifth street and Grand River avenue, as already stated.

In 1896 the firm began the packing of pork products in a small way, utilizing for this purpose the rear of the building just mentioned. At the outset only three men were employed in this department and the output did not exceed twenty hogs a week. That the venture has proved a most successful one is best shown by the fact that at the present time (1907) fifty-four men are given employment in the packing department and that an average of fifteen hundred hogs are utilized each week. The firm have four traveling representatives and manufacture the finest grades of hams, bacon, lard, sausage of all kinds and English pork cuts. Their trade extends through Michigan, Ohio, Indiana and Illinois, and they are also building up a large and substantial export trade in English cuts and bacon, handled principally in the markets of Manchester and Liverpool, England, and Glasgow, Scotland. The basement and first floor of the Barlum building are used for the market and manufacturing departments, the building having a frontage of one hundred and fifty feet on Grand River avenue, and one hundred feet on Fifth street. All of the slaughter work of the firm is done under contract, at Port Huron, Michigan, and the most scrupulous care is given to the selection of all stock used, so that the standard of the products is constantly maintained at the highest point. It is to the policy thus observed from the start that this splendid business enterprise has been built up,

and the firm has an unrivaled reputation for the superiority of its products, controlling an appreciative trade in both the wholesale and retail departments. The firm pays out in wages an annual average of forty thousand dollars, not including the salaries of the traveling salesmen and the office corps. The general management of the business is in the hands of John J. Barlum, the founder of the enterprise having practically retired, though he still maintains a general administrative function in the directing of the affairs of the firm.

C. H. HABERKORN & COMPANY.

Among the successful industrial enterprises which contribute to the commercial supremacy of Detroit is that conducted under the title here designated. The enterprise is deserving of especial attention in this publication, not only by reason of its present extent and importance but also as standing typical of the results attained by the indomitable pluck and energy of the founder, who placed in subordination all other interests and evolved a most prosperous and remunerative business from a nucleus which was represented only in subjective personal vigor and executive and technical ability.

The concern is given over exclusively to the manufacturing of high-grade parlor and library tables, and the products are unexcelled by those of any factory in the Union. This enterprise dates its inception back to the year 1878, and thus it has been in existence more than a quarter of a century, within which period it has been advanced from a small and obscure undertaking to one of substantial and important order in its specific line, and one which is a valuable acquisition to the various industries of the Michigan metropolis.

In the year mentioned, C. H. Haberkorn opened a factory in a building at the corner of Fourth and Porter streets, where he utilized a portion of the fourth floor and where he began operations with a force of only eight employees. The original output of the little factory was parlor and library tables, but the grades were not at the time maintained at the

specially high standard which now obtains, as it was found expedient, in an introductory way, to turn out such products as would meet the requirements of the limited market and render sufficient financial returns to expand the scope of operations. Mr. Haberkorn had a definite ambition, and had formulated his plans with marked discrimination, but he showed his fertility in expedients by availing himself of only such means of advancement as the business justified at any certain stage of progress. Thus the business has had a gradual but very substantial growth, and the founder has finally realized his ambition, in that the products of his factory are now of the highest grade and meet the demands of the most exacting and discriminating trade.

Finally the business increased to such proportions as to necessitate the securing of larger quarters, and in 1887 was initiated the erection of the present fine plant, which is located on Orchard street, between Brooklyn avenue and Eighth street. With the continued expansion of the enterprise, additional buildings were demanded, and, in all, five have been added to the plant since the erection of the first, in the year mentioned. The plant utilizes four hundred feet frontage on Orchard street and extends back to a depth of one hundred and fifteen feet, with an alley at the rear. The main building is fifty by one hundred and fifteen feet in dimensions and five stories in height, and is a substantial brick structure. The finishing department occupies a building forty by one hundred and fifteen feet in dimensions, and is four stories in height. The two stock rooms, or warehouses, are each forty-two by one hundred and fifteen feet in dimensions, and four stories in height. The office building, of three stories, is twenty-five by two hundred feet in dimensions, and the other two buildings, of similar design and construction and admirably equipped for the uses to which they are applied, are the dry kilns, forty by two hundred feet in dimension, and the power plant.

All of the buildings are of brick, and the equipment of the factory is modern in every department, making the plant a model of its

kind and one creditable to the city in which it is located. Employment is given to an average force of one hundred and eighty operatives, and the larger number are skilled workmen. The average annual disbursement in wages is eighty-five thousand dollars. The products of the establishment are now shipped into the most diverse sections of the Union, and the foreign trade is also one of no inconsiderable magnitude, the products being essentially standard and being unexcelled by those of any other factory in the line. The firm maintains an export agency in New York city, where the business is thus controlled by Chipman & Company, and other agencies are established in other of the leading markets of the Union. All goods are sold through agents and placed on the market on a purely commission basis, no traveling representatives being employed by the factory.

Mr. Haberkorn is virtually the sole proprietor of the business which he has thus developed, and from the start it has been conducted under the title of C. H. Haberkorn & Company.

THE MORTON BAKING & MANUFACTURING COMPANY.

In reviewing those enterprises which have been material factors in the advancement of Detroit to a position of importance among the leading industrial, financial and commercial centers of the United States, a publication of this nature exercises its most important function when it takes cognizance of those institutions which in a direct way effect the bodily welfare of her citizens. In the manufacture of one of the most important foodstuffs used by the public, of which the company whose name initiates this article is the most extensive producer in the state, the consumer is vitally interested, and in this connection the publishers of this volume take pleasure in publishing the brief review which follows.

The present business of the Morton Baking & Manufacturing Company is the outgrowth of a modest bakery established by Robert Morton in 1877, and first located at number 737 Fort street west. As is usually the case in the

majority of instances, the beginning was made with a modest force, which consisted of Mr. Morton and one other, who is still in the employ of the company. A thorough knowledge of the business and careful attention to his patrons, together with continued insistence that quality and purity of the materials made should ever be foremost, resulted in an almost immediate expansion and necessitated a removal to larger quarters. The second location of the business was at number 75 Grand River avenue and here the business was continued until 1882, when these quarters proved inadequate. In April of this year the business was incorporated as the Morton Baking & Manufacturing Company and was capitalized at forty thousand dollars. Suitable buildings were erected for the business and the latest improved equipment installed. Additions have been built from time to time as the expansion of the business required, and every effort possible has been made and no expense spared to keep in the lead in the matter of equipment, sanitation and methods of manufacture. The present plant of the company is located at numbers 72-84 Plum street, having a frontage of one hundred and forty feet, and extends to Cherry street, a distance of two hundred and forty-eight feet, covering the numbers 67-73 on the latter. This entire ground surface of about one-half acre is covered by substantial brick buildings, equipped with the best machinery known to the baking trade, and the sanitation is as perfect as modern science can devise. The products manufactured are to be relied upon and are made from the purest of materials by the most expert workmen obtainable. The process of manufacture precludes the possibility of any deleterious substance entering into the product, while the experience of years in the blending of winter and spring wheat flours makes possible the production of an article of food superior to the usual home baking. Distilled water only is used in the mixing and machinery takes the place of hands in the manipulation incident to the output of the finished product. That the greatest care is taken in respect to cleanliness is best illustrated by the fact all the horses employed

in the delivery service of the company are cleaned by electricity, while compressed air is used in the cleaning of the work rooms. The company are manufacturers of bread and pies and do an exclusive wholesale business, covering Detroit and southern Michigan and some of the smaller cities in the interior of the state. Aside from that of the regular dealers they enjoy a more extensive hotel, restaurant and steamboat trade than any other firm in their line in the state.

Some idea of the relative importance of the enterprise to the city from a labor standpoint can be gained from the following statement: The company employ in the manufacturing department forty-five persons, all skilled workmen, while thirty-six men are employed in the sales and delivery department. The office force numbers six and the barn force, which has charge of the forty horses used in the delivery service, numbers five. The company are the only one in their line of manufacture who have installed an automobile-delivery service, and operate three machines. They distribute annually in wages over sixty thousand dollars and their per capita wage will compare favorably with any enterprise in the city. In 1903 the capital of the company was increased to seventy-five thousand dollars, which represents only a portion of the value of the equipment, an earned surplus of fully a like amount having been put into the business.

In 1907 the stockholders of the company organized the Morton Baking Company, Limited, of Windsor, Ontario, and entered the Canadian field. In Windsor a model plant was erected at a cost of twenty thousand dollars and about twenty-five workmen are employed there. A successful business has been developed and extends from Toronto westward in the province. Since the inception of the business the controlling spirit in the enterprise has been Robert Morton and to his knowledge of the art of baking, combined with executive and constructive ability, and the sturdy and indefatigable energy so characteristic of his nationality, the present business of the company is in a very great measure due. The officers of the company are as follows: Robert M.

Morton, president; James C. McBriar, vice-president; and Edward W. Kreg, secretary and treasurer. Of the Morton Baking Company, Limited, of Windsor, Robert Morton is president; Gordon McGregor, vice-president; and Robert M. Morton, treasurer and general manager. Personal mention of the founder, Robert Morton, and of Robert M. Morton is printed on other pages of this volume, and to these articles the reader is referred for supplemental information.

THE WHITE STAR LINE.

Through her natural advantages Detroit holds precedence as one of the most important points touched by the navigation system of the Great Lakes, and here are centered a large number of the most important concerns operating in the lake-marine service. A leading and popular corporation of this order is that whose title initiates this article.

The White Star Line was organized in 1896, in which year it was incorporated under the laws of the state of Michigan, receiving charter in February of that year and basing its operations on a capital stock of eighty-five thousand dollars. In 1899 the capital was increased to two hundred thousand dollars, and the progressive policy and attendant success of the company was further shown in 1907, when the capital stock was further increased to seven hundred and fifty thousand dollars. The representative citizens who effected the organization of the company and who still remain its principal stockholders are: Aaron A. Parker, Byron W. Parker, John Pridgeon, Jr., L. C. Waldo and Charles F. Bielman. The executive officers are to be designated as follows: A. A. Parker, president; L. C. Waldo, vice-president; John Pridgeon, Jr., treasurer; C. F. Bielman, secretary and traffic manager; and B. W. Parker, general manager. (Since the preparing of this article has occurred the death of Aaron A. Parker, who passed away on November 13, 1908.)

The White Star Line has a fine fleet of vessels engaged in the passenger and freight service, and the business shows a decisive expan-

sion each succeeding season. The first steamer put into commission by the company was the "City of Toledo," and in 1899 the "Greyhound," No. 1, was added to the line. In the following year the company built the steamer "Tashmoo," at a cost of three hundred and fifty thousand dollars, and in 1903 was built the "Greyhound," No. 2, at a cost of three hundred thousand dollars. In 1904 was built and placed in commission the "Owana," which represents an expenditure of one hundred and fifty thousand dollars. The "Tashmoo" and the "City of Toledo" are in service between Detroit and Port Huron, and give special facilities in the way of trips to and from the St. Clair Flats and Tashmoo park, which latter is owned and controlled by the company and which is one of the most attractive resorts tributary to Detroit. On the Detroit-Toledo route are operated the steamers "Greyhound" and "Owana," with special service to Sugar Island park, which likewise is owned by the White Star Line and which is a most popular down-river resort.

The docks and general offices of the White Star Line in Detroit are located at the foot of Griswold street, where a river frontage of two hundred feet is controlled and where the waiting rooms and other facilities are of excellent order. The company owns its own docks at Detroit and Port Huron. An idea of the extent of the business of this well known and popular line may be gained when it is stated that in the season of 1907 five hundred and eight thousand passengers were carried on its boats.

DETROIT GRAPHITE COMPANY.

In this compilation will be found a number of brief articles concerning commercial and industrial enterprises that have been of material assistance in the advancement of Detroit as a manufacturing and distributing center. In the growth and development of her commerce the Detroit Graphite Company has been a factor of no inconsiderable value, the high standard of the products manufactured and the results obtained by their use adding in no small

measure to the popularity and continued demand of Detroit-made goods.

The Detroit Graphite Company are manufacturers of ready-mixed paints for exterior and interior use in the protection of metal surfaces from corrosion, and the company enjoy the distinction of having placed upon the market the first article that has withstood the severe exactions of a government test with credit. The company was organized in 1892 and was incorporated with a capital of ten thousand dollars and the following officers: President, Hon. A. G. Boynton; vice-president, Ralzemond A. Parker; treasurer and general manager, Alexander A. Boutell; secretary, William F. Monroe. The chief factor in its promotion and organization was Alexander A. Boutell, secretary of the Detroit Chamber of Commerce and treasurer of the Baraga Graphite Company, owners of valuable graphite deposits in the upper peninsula of Michigan. The company located its plant on Twelfth street near Fort street, and had a precarious existence for the first four years. In 1896 its management succeeded in getting its products before the ordnance departments of the United States army and navy. Here their paints were subjected to most thorough and exhaustive tests, which resulted in their proving all that was claimed for them,—the prevention of corrosion of metal by water, dampness or weather. The success attending these tests, in competition with the products of other manufacturers, resulted in their adoption by the United States government for the use of the army and navy. During and since the Cuban war all vessels belonging to the government have been painted with their preparations, which have conclusively proven their superiority over those of other manufacturers, by that best of all evidence, constantly increasing orders from the department. In 1907 the company was reorganized; its capital increased to two hundred and fifty thousand dollars, and the following officers elected: Alexander A. Boutell, president and general manager; Frank W. Davis, vice-president; and William F. Monroe, secretary and treasurer. Their present plant is an enlargement of their original

quarters and includes an equipment of the best machinery known to the paint-making trade. Their products have had a large sale throughout the United States and Canada and a considerable export business has been developed. In the exterior painting of buildings, in the covering of steel framework during construction, in fact the use of their product in any way where protection to metal surfaces from dampness or the elements is demanded will prove a saving to the consumer. The company was the first to use graphite as a material in paint manufacture, and the process of its use is covered by patent. In the conducting of the business from the time of its organization Mr. Boutell has been the dominant spirit, and its growth and development are in great measure the result of his ceaseless efforts. The company maintain a branch in London, England, and a sales agency in Seattle, Washington.

The development of the business of the company has been healthy, its products have been kept at a high standard, and its management has been clean. As a factor in the commerce of the city its influence has been felt through its careful and judicious advertising of goods "Made in Detroit" and the marketing of them throughout a wide territory, the payment to wage earners of over fifty thousand dollars yearly, and the addition to its industries of a specialty manufacturing concern which in its line is the largest in the Union. Mr. Boutell, the executive head of the company, has had able assistance in the building up of this enterprise and great credit is due to Mr. Davis, the vice-president, who has so successfully developed the sales department and prepared a market for the output. In the important department of finance, Mr. Monroe, the secretary and treasurer, has proven himself a man of keen perception, far-sightedness and safe conservatism.

DETROIT STEEL CASTINGS COMPANY.

As a representative concern which is contributing its quota to the industrial pre-eminence of Detroit, this company is consistently given consideration within the pages of this publication. The company was organized in

March, 1902, and succeeded to the business and plant of the Detroit Steel & Spring Company. The new company was incorporated under the laws of the state, with a capital stock of two hundred thousand dollars, and in April, 1905, to meet the exigencies of the greatly augmented business and widened operations of the concern, the capital stock was increased to six hundred thousand dollars, of which five hundred thousand dollars were paid in and the remaining one hundred thousand retained as a treasury reserve. The personnel of the official corps of this important corporation is as here noted: John S. Newberry, president and general manager; Allen W. Atterbury, treasurer; Thomas F. Meek, secretary; and Frederick P. Smith, assistant secretary.

The Detroit Steel Castings Company manufacture a general line of steel castings for marine-dredging, car-machinery and diversified railway uses. The admirably equipped plant is located at the juncture of Michigan avenue and the tracks of the Michigan Central Railroad, where is utilized a ground space eight hundred by four hundred feet in dimensions. In February, 1905, the old plant was destroyed by fire and within the same year was completed the present main building, which is one of the finest examples of modern factory construction to be found in Detroit and which is five hundred by one hundred and sixty-five feet in dimensions. The plant also has a modern office building, attractive in design and accessories. Employment is given by the company to an average force of seven hundred and fifty men, of whom one-third are skilled mechanics, and the annual pay roll represents an expenditure of two hundred and fifty thousand dollars. The original enterprise was founded by the late Hon. John S. Newberry, father of the present president of the concern, and it was one of the first of the large manufacturing plants which have brought about the great advancement of Detroit along industrial and commercial lines.

THE KELSEY-HERBERT COMPANY.

One of the unique and important manufacturing industries which add to the commercial

prestige of Detroit is that conducted under the title which initiates this article. The enterprise dates its inception back to the year 1898, when a stock company was formed and incorporated with a capital of twenty-five thousand dollars. The original official corps was as follows: John Kelsey, president; George Davidson, vice-president; and G. J. Vinton, secretary and treasurer.

The title under which operations were first instituted was the Davidson Pipe & Novelty Company, and the original headquarters were in the Case building on Congress street. The establishment was burned out in 1899, and the headquarters were then established in a building on Larned street, where the title of the concern was changed to the United States Chemico-Wood Company. The chief products of the manufactory at this time were umbrella handles.

In 1902 a reorganization took place and the present Kelsey-Herbert Company was incorporated. With amplified facilities the company began the manufacturing of various lines of toilet articles, brushes, combs, mirrors, etc., the articles turned out being made of metallic horn, resembling French stag, and manufactured from fiber. This is the only plant of the kind in the world and the composition used is protected by patents, being of most durable and attractive order. Mr. Davidson was the originator of the material utilized in the manufacture of the goods, but Messrs. Kelsey and Herbert perfected the machines and the product, the latter gentleman having become one of the interested principals in the concern in 1901. Upon the reorganization under the present title the capital stock of the company was increased to fifty thousand dollars, and so rapid was the growth and expansion of the business that it was later increased in turn to one hundred thousand and finally two hundred thousand dollars, at which latter figure as a basis, operations are now conducted. The present officers of the company are: Henry J. Herbert, president; James S. Stevenson, vice-president; and John Kelsey, secretary and treasurer. In 1904 was erected the company's present well equipped and thoroughly modern

plant, at 277-285 Monroe avenue. The building there utilized is four stories in height and of brick and stone construction. Besides this two branch places are maintained elsewhere in the city, and the aggregate floor space utilized is more than eighty-five thousand feet. The company now affords employment to three hundred operatives, many of them being skilled mechanics, and the annual pay roll shows an expenditure of more than one hundred thousand dollars. These facts indicate how great have been the energy, enterprise and ability which have been the potent factors in the upbuilding of the splendid business within comparatively so brief a period of time. The output of the factory is sold in all sections of the Union, as well as throughout Canada, and the foreign trade is showing an appreciable increase each successive year. The pyrography plant of the company is located at 576 Kirby avenue and in the same is manufactured the largest line of wood for pyrographic purposes in this country.

THE KEMIWELD CAN COMPANY.

Another of the unique and successful industrial enterprises of the city of Detroit is that conducted by the company named above, the business having formerly been conducted under the title of Gem Fibre Package Company. The company are manufacturers of aseptic, mold-proof, moisture-proof and air-tight fibre cans and boxes, and the products have gained a most favorable reception by reason of manifest superiority.

The Gem Fibre Package Company was incorporated under the laws of the state in 1902, basing its operations upon a capital stock of ten thousand dollars. The expansion of the industry is shown adequately when it is stated that in 1906 it was found expedient to increase the capital to one hundred and fifty thousand dollars and that in 1907 it was further raised, to the noteworthy figure of three hundred thousand dollars. All this implies a substantial growth and one of unusual rapidity. The original company had its organizers Messrs. H. Kirke White, Jr., Frank J. Hoag and

James Miller, and the officers of the company at the opening of the year 1908 are as here noted: H. Kirke White, Jr., president; Frank J. Hoag, of Toledo, Ohio, vice-president; Jervis R. Harbeck, treasurer; and Miron Neal, secretary. The fibre cans and boxes manufactured by the company are chemically welded, and this insures a thoroughly aseptic, odorless and tasteless container, the same being impervious to water, oils, grease, alkalis and light acids. The products have been found especially desirable for the putting up of coffees, spices, baking powder, cleaning powder, dry chemicals, greases, paints, oils, syrups, candy, brines, butter, etc., and the demand on the part of the wholesale trade and certain manufacturers has reached very extensive proportions, which show a constant tendency for still farther expansion. The fibre receptacles are manufactured under a secret and patented process controlled by the company, and much of the special machinery utilized in the manufacture of the goods was designed by Mr. Harbeck, the treasurer of the company, these devices also being amply protected by patents.

The trade of the concern extends throughout the United States and Canada, as well as into Mexico, Cuba, and the Orient, including the Philippine Islands. The plant of the company is eligibly located at the corner of Clay and St. Aubin avenues, where about five acres of land are occupied. The plant represents a capitalistic investment of about five hundred thousand dollars, and employment is given to an average of three hundred and fifty persons. The president of the company exercises a general executive control and gives especial attention to the finances of the concern; Mr. Harbeck, the treasurer, is also the practical chemist and manufacturing expert of the company, having as his assistant Thomas Neal 2d. The company maintains branch offices in New York city, Chicago, San Francisco and St. Louis, and has an agency in Denver. The fine products are rapidly displacing glass and tin, as well as wood in offering effective and superior facilities for the packing of innumerable preparations, and the trade growth

stands as ample voucher for the superiority of the goods produced in this fine industrial plant of Detroit. The fibre is chemically treated and the tops and ends of the various boxes and cans may likewise be of the fibre, or of any desired metal susceptible of adaptation to such uses.

NELSON, BAKER & COMPANY.

No city or locality in the world can legitimately claim precedence of Detroit in the matter of the extent and importance of her position as headquarters for manufacturing chemists, for here are to be found some of the greatest pharmaceutical laboratories on the globe. Among the manufacturing concerns in this line that tend to give such priority to Detroit as a commercial center and which bring her name into recognition throughout the civilized world is that of Nelson, Baker & Company, which is an incorporated company, with a capital of three hundred and fifty thousand dollars. The officers of the company are as follows: E. H. Nelson, president and general manager; George Peck, vice-president; A. B. Lyons, M. D., secretary; and W. S. Baker, treasurer. In addition to these officials the directorate of the corporation includes Dr. F. A. McGraw, C. A. Black, and F. W. Eddy.

The present president of the company was the founder of the business, which has grown to be one of broad scope and importance under his administration as chief executive. In 1893 the company erected a laboratory on Lafayette avenue and the building has since been materially enlarged. In the laboratory and offices are employed nearly four hundred persons, and the concern is represented in its trade territory by an average of seventy traveling salesmen. The company manufactures full and complete lines of pharmaceutical preparations and the products of the establishment are recognized by the trade and by the medical profession in general as being of a superior order. The concern merits consideration in this publication as one of the many splendid industrial and commercial enterprises of Detroit and of the state.

THE NATIONAL CAN COMPANY.

In the multiplicity and variety of her manufacturing interests Detroit is excelled by few, if any, cities of comparable size in the Union, and within the past decade she has made marvelous and substantial strides along these lines, progressing steadily and bravely along her course to the goal of still greater prestige as one of the great manufacturing and industrial centers of the world. One of the prime functions of this publication is to give recognition, through brief mention, to those enterprises which are contributing each its quota to this magnificent advancement.

The National Can Company was organized in 1901 and was duly incorporated with a capital stock of one hundred and fifty thousand dollars, which was increased to two hundred and fifty thousand in 1905, to meet the demands placed upon the institution by its rapidly expanding business. The originators of the company were Messrs. Theodore D. Buhl, William H. Warren, Frederick T. Ducharme, Frank W. Eddy, David M. Ireland, Edwin H. Nelson, and Frederick E. Wadsworth. These are names of essentially representative capitalists and business men of the Michigan metropolis, and thus the industry had its inception under peculiarly favorable auspices. The company purchased the substantial factory of the Decoy Fly Paper Company, near the junction of North Grand boulevard and the lines of the Grand Trunk Railway, and the plant was remodeled and enlarged, to make it thoroughly available for the purposes for which it was to be used. The main building is a brick and stone structure, three stories and basement, and two hundred and thirty by sixty-five feet in lateral dimensions. This is utilized as the general manufacturing department. The commodious warehouse, two stories in height, is sixty by one hundred and twenty feet in dimensions, and is utilized for the storage of both raw material and the finished products. The stamping room is forty by two hundred feet in dimensions, and a separate brick building accommodates the fine modern power plant. The products of the concern are tin cans and metal containers, besides sheet-metal work for

general commercial purposes, and of the former an average of thirty-two millions are manufactured annually. Employment is given to three hundred hands, of whom about one-half are girls, expert artisans being employed on the machine and die work. The yearly pay roll represents an expenditure of about one hundred and fifty thousand dollars, which indicates unequivocally the importance of the industry as contributory to the civic and commercial prosperity of Detroit. The output of the concern finds sales in the most diverse sections of the Union, and adds to the honors of the city through being "Made in Detroit."

The officers of the National Can Company are as follows: Frank W. Eddy, president; David M. Ireland, vice-president; Frederick T. Ducharme, treasurer; and Neil McMillan, secretary and general manager. Bert Canby is the efficient and popular sales manager for the concern. In addition to the four executive officers mentioned, the directorate of the company includes David C. Whitney, Willis E. Buhl, Alexander McPherson and Edwin H. Nelson.

THE SEAMLESS STEEL BATH TUB COMPANY.

To note those enterprises which stand representative in their respective lines and have important bearing upon the precedence and commercial activity of the city of Detroit and Wayne county, is the prime desideratum in this department of the publication here presented. From this viewpoint there is eminent consistency in entering a brief review of the unique and successful industry conducted under the title which initiates this article.

The Seamless Steel Bath Tub Company was incorporated under the laws of the state of Michigan in 1904, with a capital stock of six hundred thousand dollars. Following is a list of the principals concerned in the organization and incorporation of the company, and it will be seen that enlisted in the enterprise are a number of the leading capitalists and influential citizens of Detroit, while from the original personnel two or more have been taken by death since the corporation was formed:

George H. Barbour, Henry B. Ledyard, Joseph Boyer, George H. Russel, Henry Russel, General Russell A. Alger, Franklin H. Walker, Theodore D. Buhl, Anton B. DuPont, Eugene H. Sloman, A. E. F. White, William P. Stevens, William C. McMillan, and Philip H. McMillan. The original executive corps was as here noted: A. B. DuPont, president; E. H. Sloman, vice-president; and George B. Russel, secretary and treasurer. Mr. DuPont, the president, was general manager of the business from its inception until the autumn of 1906, when he retired and was succeeded by E. H. Sloman. E. L. Wayman is assistant manager at the present time, and has direct supervision of the manufacturing and sales departments. Antonio C. Pessano is now president of the company; Joseph Boyer, vice-president; and George B. Russel, secretary and treasurer. Walter Sturgis is superintendent of the plant.

Soon after its organization this company purchased eight and one-half acres of ground on Mount Elliott avenue, near Harper avenue, and on this tract was erected the fine modern plant in which are manufactured the seamless steel bath tubs, whose superiority over all other types is uniformly conceded. From the catalogue issued by the company are taken the following pertinent statements: "The organization and successful launching of the Seamless Steel Bath Tub Company presents a new industry in steel working that revolutionizes the manufacture of bath tubs. For years it has been tried in various ways to construct an article that would replace the cumbersome and unsightly cast-iron tubs that have been in use up to the present time, but it remained for this company to solve the problem successfully. Wood-rimmed steel bath tubs have been on the market for some time, but in such shape that they could be used only for the cheapest kind of installations, being made in three parts, which precluded porcelaining, and being most unsatisfactory in every respect. The tubs manufactured by this company under the Sloman process, patented, are constructed from a single sheet of steel, embodying the advantages of durability, smooth surface on the outside that admits of high decoration, light

weight, taking the temperature of the water with little absorption of heat, the readiness with which it can be handled by the plumber, and the adaptability to a high Dresden finish in the porcelaining, also an economy in weight with reference to floor construction in apartment houses and hotels." The catalogue from which the foregoing extracts are made offers a full description of the methods of manufacturing the superior products, and those interested will, of course, gain desired information from this brochure of the company, as it is not consonant with the province of the publication at hand to enter into such details. The plant has a capacity for the output of one hundred and fifty tubs a day when running at normal capacity, and the processes of manufacture, as well as much of the special machinery, are protected by both domestic and foreign patents. The company claims, with all of consistency, to be the only one producing tubs porcelained on both sides, and a specialty is made of high-grade and artistic work. The company furnished to the magnificent new Hotel Pontchartrain, in Detroit, one hundred and seventy of its highest grade of tubs.

The trade of the company penetrates into the most diverse sections of the United States and Canada, and the export trade is rapidly increasing in scope and importance. In the plant employment is given to a force of one hundred and fifty workmen, the majority of whom are skilled artisans in the lines of work assigned to them, and the average annual expenditure in wages aggregates fully seventy-five thousand dollars.

F. A. THOMPSON & COMPANY.

The commercial prestige of the city of Detroit has been advanced through no one source so greatly as in the extent and high standard of its great institutions devoted to the manufacturing of chemicals and general pharmaceutical preparations and specialties. One of the successful enterprises which has contributed to this noteworthy prestige is that conducted under the title designated in the caption of this article.

The business dates its inception back to the year 1898, and the chief organizer of the corporation was the present treasurer and general manager of the company, Frank A. Thompson, whose efforts and enterprise are perpetuated in the name of the concern. The company was incorporated with a capital stock of seventy-five thousand dollars, and with official corps as follows: Edwin F. Conley, president; Frank A. Thompson, treasurer and manager; John E. Clark, M. D., vice-president; and Frederick Guenther, secretary. Since the death of Mr. Conley, C. J. Reilly has been president, and the other officers remain the same, while John McFarlane is now superintendent of the technical and manufacturing departments, being the subject of an individual sketch in this publication. The concern manufactures a general line of pharmaceutical preparations, has well equipped laboratories and the best of other facilities in its plant, which is located on 502-510 Trombly avenue, and has built up a large and far-reaching business. A specialty is made of nicotine products from tobacco, and the same have gained a wide reputation and sale, being utilized for the destruction of plant insects and other vermin, including the various parasites which afflict animals and even human beings. The well arranged catalogues and other literature of the company offer adequate description of the values and uses of the Thompson "Rose Nicotine," "Tobakine" sheep dip; liquid nicotine preparations for the use of florists and home flower and plant grower. The concern is the only one in the north manufacturing products of this order, and the processes and certain of the machines used are the invention of Mr. Thompson. The company also manufacture resinoids, alkaloids, medicinal extracts of all kinds, and other preparations sold to the manufacturing and wholesale trade. The trade of the company penetrates all sections of the United States and also extends into the various provinces of Canada and into European countries. An agency is maintained in the city of London, England. In the various departments of the plant forty persons are employed, and the greater number are skilled in the technical lines which represent this peculiar branch of

industrial enterprise. It is impossible in a publication of this nature to enter manifold details concerning the various business enterprises represented, but even a brief review, such as the one at hand, aids in showing forth the multiplicity and variety of the commercial and industrial concerns which aid in maintaining Detroit in the front rank as one of the great distributing and manufacturing centers of the Union.

C. D. WIDMAN & COMPANY.

In the manufacturing of mirrors and hall furniture this well known Detroit corporation is recognized as one of the pioneer concerns of the kind in the west, and the ramifications of its business are now wide and important. The enterprise dates its inception back to the year 1865, when Cosmos D. Widman and Mr. Aspinwall entered into partnership, under the present title of C. D. Widman & Company, and established a modest business place at the corner of Fort and Randolph streets. There the headquarters were maintained, with enlargement of facilities from time to time, until 1885, when the present plant at Trombly and Milwaukee avenues and Orleans street, was secured by the firm, the same being adequate in all its mechanical equipment and needed accessories. In 1884 the original title was continued in the corporation which was then formed and of which the officers are as here noted: James W. Ailes, president; Sylvester L. Rich, vice-president and treasurer; and Albert U. Widman, secretary and general manager.

Cosmos D. Widman, who died in 1883, was born in Bavaria, Germany, in 1846, and was a son of Christian Widman, who came with his family to America in 1861 and located in the city of Rochester, New York, where he passed the remainder of his life. Cosmos D. Widman secured his early education in the excellent schools of his fatherland and was about fifteen years of age at the time of the family immigration to the United States. He remained in Rochester until 1865, when he came to Detroit, where he soon afterward founded the business of C. D. Widman & Company, as

is noted above. He ever showed himself a thoroughly upright and honorable business man and as a citizen was loyal to all civic duties and responsibilities. In politics he was a stalwart Republican, though he had never sought or desired the honors or emoluments of public office. He and his wife held membership in the Emanuel church, Protestant Episcopal.

Mr. Widman was united in marriage to Miss Isabelle Rich, daughter of the late George Rich, a representative citizen of Detroit and at one time incumbent of the office of city treasurer. Concerning the children of Mr. and Mrs. Widman the following brief data are entered: Clara E. is the wife of Frederick L. Andrews, who is connected with the great pharmaceutical concern of Parke, Davis & Company, of Detroit; Albert U. is individually mentioned in this volume; Adele R. is the wife of George Gnau, a well known insurance agent of Detroit, with offices in the Hammond building; and Florence J. is the wife of Donald Johnston, of Detroit, the Michigan general agent for the Union Central Life Insurance Company.

THE HUGH WALLACE COMPANY.

In the manufacturing of coats and robes this company controls a widely disseminated and important business, and the enterprise contributes materially to the industrial supremacy of the city of Detroit. The company was incorporated in 1906, with a capital stock of four hundred thousand dollars, and the personnel of its official corps is as follows: Hugh Wallace, president; Lewis H. Ward, vice-president; Floyd G. Arms, secretary; Daniel McColl, treasurer. This company is the direct successor of the Western Robe Company, which was incorporated in 1904, prior to which time the business had been conducted under the same title but without incorporation. The business was founded in 1897, by Hugh Wallace, who has been at its head from the inception to the present time and to whose progressive ideas and wise administrative policy the expansion of the enterprise to its present large proportions is primarily due. A

brief review of his career appears on other pages of this volume.

Many of the products of this concern are unique, and the lines manufactured include astrakhan and buffalo fur cloths, which, in turn, are utilized in the making of robes, coats, Mackinac jackets, etc. The plant has a capacity for the manufacturing of three thousand yards of cloth daily, and the Wallace astrakhan and buffalo cloths are the standard in America. The Wallace robes, of varied designs and materials, find sale in every state in the Union, and through their wide introduction the name of the original company was given marked prestige throughout all sections of the country. Concerning another feature of the industry the following pertinent statements are made in one of the recently issued and especially attractive catalogues of the company: "The fur and fur-lined departments have grown more rapidly than any other branch of our business, which bespeaks the popularity of these goods. We have established the same high standard in these departments that we have always maintained in our other lines. We now have our own tanning, dressing and dyeing plant, thus insuring the very best work."

The Wallace cloak and overcoat cloths are manufactured on special knitting machines, and the factory in this department has the best of equipment throughout. It is run to its full capacity every day in the year, and more than one hundred hands are employed in this department alone. One of the modern type of machines utilized will produce in the same length of time three times as much as the old-style weaving machines. The output of the knitting mill not only supplies the materials for the other manufacturing departments of the concern but is also sold to other coat and cloak manufacturers and to jobbers of cloths. The mill is two hundred and forty by one hundred feet in dimensions and three stories in height, being of substantial brick construction. The coat and robe manufactory occupies a building on the south side of Grand boulevard, and this plant was erected in 1906. Here employment is given to about three hundred persons, including twenty-five experts in the tanning, dye-

ing and dressing of furs. A branch establishment is maintained at 725 Broadway, New York, where a large stock is carried, and sample rooms and agencies are also established in St. Louis, Boston, San Francisco, and in Gloversville, New York. The robes and coats manufactured by the company control a large sale throughout all sections of the Union north established in Alaska. This concern is the of the Ohio river, and a large trade has been largest of its kind in the United States, is the pioneer in covering the manufacture of its products from the raw material to the finished garment, and is still the only company which compasses such operations. The Canadian market is controlled through a branch factory at Berlin, Ontario, and the same is under the management of W. J. Simeon, who had previously been connected with the business of the home plant in Detroit. In the Canadian factory employment is afforded to an average force of one hundred persons. In Detroit the company disburses one hundred and fifty thousand dollars annually in wages to operatives, and this does not include the salaries of the office corps, of twelve persons, and the traveling representatives, numbering fourteen. In addition to the production of buffalo and astrakhan and Persian lamb cloth garments, the company also manufactures duck coats and vests, women's coats, a wide variety of robes, and also gauntlet mittens and gloves. The enterprise is one of the strong and ably conducted industries of Detroit and is most consistently given representation in this publication.

JEROME H. REMICK & COMPANY.

In reviewing those enterprises which have been material factors in the advancement of Detroit to a position of importance among the leading industrial, financial and commercial centers of the United States, few instances of more rapid, substantial and satisfactory growth can be found than in that of the development of the extensive business of the corporation whose name initiates this article.

Jerome H. Remick & Company are the world's largest publishers of sheet music,—a

distinction rightfully theirs through the volume of business transacted. They are also the most extensive retailers in their line in America, the originators of the retail department in connection with the publishing business, and operate some thirty sales branches, in as many leading cities of the country. The foundation of the present business dates from the establishment of the Whitney-Warner Publishing Company, of Detroit. Mr. Remick, the dominant factor in the enterprise of to-day, purchased a half interest in the original enterprise in 1898, and two years later became its sole owner, conducting it under its original title until 1904. In January of that year the business was consolidated with that of a New York institution, and incorporated under the laws of the state of New York as Shapiro, Remick & Company, its executive officers being: President, Maurice Shapiro; secretary, treasurer and general manager, Jerome H. Remick. A reorganization followed the retirement of Mr. Shapiro, in December of that year, and the business was re-incorporated under the laws of the state of New York, as Jerome H. Remick & Company, with an authorized capital of two hundred thousand dollars. Mr. Remick was elected president and general manager.

The executive offices of the company are located at numbers 68-70 Farrar street, Detroit, and branch offices are maintained in New York city and Chicago. The company have developed an extensive foreign business, which is supplied through sales agencies in London, Paris and Berlin. In 1902, Mr. Remick originated and established the first retail branch of the business, a sheet music department in one of the largest of Detroit's department stores. Its favorable reception by the music-purchasing public was instantaneous, and others were added as rapidly as possible. At the present writing, 1908, the company maintains thirty-five such departments, distributed among the leading department stores in the principal cities of the United States.

In order to centralize and facilitate the operation of the mechanical department of the business, there was organized and incorporated on January 10, 1907, the J. H. Remick Print-

ing Company, a subsidiary corporation, with an authorized capital of twenty thousand dollars, and the following officers were elected: J. H. Remick, president; John H. Engel, vice-president; Stephen Baldwin, treasurer; and Emil Voelker, secretary. As its title suggests, this company is engaged in printing the various musical compositions emanating solely from the parent company.

The building occupied jointly by these enterprises, at numbers 68-70 Farrar street, was designed and erected for their use in 1907. It is a three story and basement structure, having an aggregate floor space of twenty thousand square feet, and is divided in its occupancy as follows: First floor, basement and portion of second floor by the printing company; their equipment is of the latest and best known to the printing trade and includes a battery of five Miehle presses; Jerome H. Remick & Company occupy the remainder of the building. The second floor provides room for sumptuous offices, music rooms and the order department, and the third floor is used for storage purposes, stock room etc. The extent of the business conducted by the publishing house is best illustrated through the statement that the paper stock used in printing the compositions marketed during the year 1907 represented an outlay of over one hundred and twenty thousand dollars. There are few homes in America in which could not be found one or more compositions bearing the imprint of Jerome H. Remick & Company, Detroit, and the reflex value of the familiarizing throughout the country of the name Detroit is, from the standpoint of home advertising, of inestimable value.

The development of the business has been a matter of about eight years, and when the results accomplished are taken into consideration, one is forced to commend the remarkable energy, initiative and executive ability demonstrated in its administration by the management.

The personnel of the executive corps of the company is as follows: Jerome H. Remick, president and general manager; William Grossman, of New York city, vice-president; Ste-

phen Baldwin, of Detroit, treasurer; and Fred E. Belcher, of New York city, secretary. An individual article concerning Mr. Remick appears on other pages of this volume. In the organization, development and administration of the enterprise Mr. Remick has ever been the controlling spirit, and to his progressiveness, energy and resourcefulness the present commanding position of the company is due. Its success has not been confined to volume of business alone and it is recognized as having produced, during its career, more popular music successes than any house in the music publishing line in America.

THE PENBERTHY INJECTOR COMPANY.

The throbbing pulsations of the manufacturing industries of Detroit are felt in all sections of the world and the products of her magnificent institutions may be found in practically every civilized clime.

In insuring this prominence and prestige few concerns have contributed more conspicuously and worthily than that whose title initiates this paragraph and whose enterprise is conceded to be the largest of the sort in existence. The history of the company is a most interesting and significant one, involving, as it does, the record of the building up of a splendid industry from a nucleus of most modest order and bearing evidence of the well directed energies of men of courage, progressive ideas and distinctive administrative ability. Wherever steam is generated for practical utilization there are the products of the Penberthy Injector Company known and applied, and thus it becomes a matter of special gratification to the publishers of this work to enter within its pages a resumé of this representative concern.

The company was incorporated in 1886, with a capital stock of one hundred thousand dollars, and the personnel of its original executive corps was as follows: Homer Pennock, president; William Penberthy, vice-president; and S. Olin Johnson, secretary and treasurer. The organization was effected for the purpose of manufacturing the improved steam injector

invented by Mr. Penberthy, and the company assumed the ownership of the patents on the device. The original "plant" was a room about twenty feet square in the building occupied by the Detroit Knitting & Corset Works, of which Mr. Johnson, secretary and treasurer of the new corporation, was at the time manager. The mechanical equipment installed at the start consisted of one brass lathe and one tool lathe, and the operative force was limited to four men, all castings being made outside, under contract. Carefully and methodically was the work pushed forward and the products were introduced entirely upon their merits. The enterprise expanded rapidly but normally under these conditions, and in 1890 the original quarters were abandoned for a building of one story which had been erected in the rear of the knitting and corset factory and which was fifty by forty feet in dimensions. The development of the business continued and eventually the entire building formerly occupied by the corset factory was devoted to the use of the injector company, while the corps of employes was increased to one hundred and fifty persons. Under essentially these conditions the enterprise was successfully continued until November 21, 1901, when the plant and building were completely wrecked by an explosion of the boilers, entailing virtually the entire loss of the equipment. A careful investigation of the cause of the accident was made and the matter was carried into the courts, where the jury emphatically placed the blame upon the manufacturers of the boilers, having unequivocally pronounced the dictum that inferior material had been used in the construction of the same.

Immediately following the wrecking of the plant, which had been located on Abbott street, the company purchased five and one-half acres of land with a frontage of three hundred feet on Greenwood avenue and five hundred feet on Holden avenue and the trackway of the Grand Trunk Railway. On this site on hundred and twenty-five thousand dollars were expended in the erection of an essentially modern plant, with every possible accessory and device for facilitating operations and conserv-

ing time and economy in the same. In addition to the sum noted about seventy-five thousand dollars were invested in the machinery installed. In 1907 was erected the office building, one of the finest and most sumptuously appointed that can be found in connection with Detroit manufacturing concerns. In the matter of lighting, convenience of arrangement, individual apparatus for protection from fire, excellence of shipping facilities and general equipment, this plant is recognized as one of the best in the country. Employment is now given to a force of about three hundred and fifty operatives, of whom fully sixty-five per cent. are skilled mechanics. The average annual pay roll represents an expenditure of one hundred and fifty thousand dollars. The stock of the company is now virtually controlled by S. Olin Johnson, and the capital has been reduced to fifty thousand dollars, giving ample working basis and showing the conservative methods on which the business is conducted. This reduction is significant in these days, when there is so great a tendency toward the overdue "watering" of the stock of corporations. The financial stability of the company is further indicated in its notable surplus fund of three hundred thousand dollars, at the beginning of the year 1908. The officers of the company at the present time are as here noted: S. Olin Johnson, president and treasurer; and Homer S. Johnson, secretary and general manager.

The Penberthy injector is manufactured in two types,—the automatic injector and the auto-positive injector,—and there is not a section of the world in which steam is applied that the products of this important concern are not utilized and recognized for their superiority. This implies, as is the unmistakable fact, that there are in use to-day more of the Penberthy injectors than of any two other injector manufactories combined. The annual capacity of the plant is for the output of fifty thousand injectors, and the institution is run to its maximum capacity at all times in order to meet the demands placed upon it. Since the organization of the company, in 1886, it has expended more than two hundred and fifty

thousand dollars in advertising, and this publicity work has been handled with signal ability and judgment. The Penberthy injectors are the recognized standard of excellence, taking precedence of all others. In 1890 an auxilliary plant was erected in Windsor, Ontario, for the purpose of protecting the Canadian patents of the company and facilitating the large business controlled in that dominion. In 1902 Homer S. Johnson, son of the president of the company, assumed the management of the Canadian field and under his effective direction the trade therein was rapidly and substantially developed from the Windsor headquarters. Since 1905 this branch has been in charge of Seth J. North, a nephew of the president of the company, and he has proven a discriminating and capable executive, having well demonstrated his ability for the handling of large and important business interests. Detroit has reason to find satisfaction in counting among her representative manufacturing industries that of the Penberthy Injector Company, for the products, "made in Detroit," have brought unmistakable prestige to the city wherever steam is applied to practical uses,—and that implies all sections of the world. As in a measure supplemental and complimentary to this brief descriptive article may be taken the sketch of the career of the president of the company, said article appearing on other pages of this volume.

THE J. H. BISHOP COMPANY.

An industry of importance and one which had a most modest inception is that conducted by the J. H. Bishop Company, whose extensive plant and business headquarters are located in the city of Wyandotte, where the concern represents one of the pioneer manufacturing enterprises of this thriving town. To the prescience and indefatigable energy of the founder, Jerome H. Bishop is due the upbuilding of this industry, the most important of the kind in the United States, and on other pages of this publication will be found a brief review of the career of Mr. Bishop, who is one of the most honored citizens and most pro-

gressive and public-spirited business men of Wyandotte, where he has maintained his home for nearly forty years.

The enterprise to which this article is devoted had its inception in 1875, when Jerome H. Bishop, who had for the four preceding years been superintendent of the public schools of Wyandotte, began the manufacturing of fur coats and robes. He began operations upon a capitalistic basis of only fifty dollars and he individually constituted the entire executive and working force. The growth of the industry to its present proportions stands in evidence of his unceasing application, wise policy and strong executive and initiative talent.

The business was conducted under the title of J. H. Bishop until 1891, when articles of incorporation were filed. In February of that year was incorporated under the laws of the state the J. H. Bishop Company, with a capital stock of five hundred thousand dollars. It is needless to remark that it is a "far cry" from the little shop established by Mr. Bishop and the institution which now bears his name. The company manufacture fur coats and robes of all descriptions and control a trade which ramifies throughout the United States and Canada. For the facile handling of the large trade in the Canadian provinces a branch plant is maintained at Sandwich, Ontario, and the same is in charge of William J. Burns, secretary of the company. The home plant of the company in Wyandotte occupies an entire block, bounded by Superior boulevard, Chestnut and River streets and the Detroit river. Here have been erected fourteen substantial buildings and the same are equipped with the most modern mechanical devices and other accessories for facilitating the manufacturing of the standard products of the concern, while careful attention has been given to providing the best of sanitary conditions and affording ample protection from loss by fire. This is the only concern in the Union which manufactures fur coats and robes directly from the raw material. That is, the plant is equipped for the tanning, dyeing and finishing of all hides and skins used, and thereafter every

detail of the manufacturing is done in the establishment itself. In the plant may be found every kind of skin utilized for the manufacturing of the products for which the company has gained so wide and splendid a reputation. In the purchasing of skins for use in the factory recourse is had to the fur markets of the world. The annual business of the company shows transactions to the average aggregate of about six hundred thousand dollars, and one hundred and twenty-five thousand dollars are expended each year in salaries and wages. The company gives employment to three hundred persons, a considerable proportion of whom are skilled artisans. A corps of ten traveling representatives are retained and the business is entirely of a wholesale order. The products are recognized as standard, and their superior excellence has been the agency through which the enterprise has expanded year after year. Branch offices are maintained in New York, Chicago and Boston. The officers of the company are as here noted: President and general manager, Jerome H. Bishop; vice-president, Jerome H. Bishop, Jr.; secretary, William J. Burns; and treasurer, J. H. Bishop.

THE BUHL MALLEABLE COMPANY.

Members of the Buhl family have long stood representative of the most progressive citizenship in Detroit, and the city owes to them no insignificant debt in connection with its industrial and civic upbuilding and advancement. With many concerns of commercial importance is the name identified, as the pages of this work will clearly show in greater or less detail, and among such enterprises is that conducted under the corporate name indicated above.

Under the title of the Sprocket Chain Manufacturing Company, the business had its inception on the 11th of April, 1899, when the company was incorporated with a capital stock of twenty-five thousand dollars. The concern began the manufacturing of sprocket chains by effecting the purchase of the business of the Detroit Sprocket Chain Company, which had been manufacturing such products upon a

modest scale. The Buhls assumed control of the business and on the 14th of August, 1899, it was incorporated under the laws of the state, as the Buhl Malleable Company, with a capital stock of fifty thousand dollars. The officers of the concern were as follows: Theodore D. Buhl, president; Alexander McPherson, vice-president; Frederick T. DeLong, secretary and treasurer. In August, 1903, Charles A. Rathbone was elected secretary and treasurer, and also a director of the company, and upon Mr. DeLong's leaving, he was made secretary, treasurer and manager. It will thus be seen that the interposition of other representative business men than those giving title to the concern was secured, so that the business started out under most favorable auspices in the matter of executive control. The success of the company has been pronounced in order, and the business has become one of the valuable acquisitions to the industrial enterprises of the "Greater Detroit." In 1901 the capital stock was increased to one hundred thousand dollars, and September 30, 1907, was increased to one hundred and ten thousand dollars. The business since 1903 has been very successful,—adding new furnaces, increasing their output and doubling this business. Upon the death of Theodore D. Buhl, in April, 1907, his son, Arthur A. Buhl, succeeded to the presidency, an office in which he is directing affairs with unqualified discrimination, and his brother Willis E. Buhl, was elected director to fill the vacancy caused by the death of his father.

The well equipped plant of the Buhl Malleable Company is, in the main, that formerly utilized by the Peninsular Car Company, on Adair street, but enlargements and other improvements upon the buildings have been made from time to time, to meet the demands of the expanding business and to facilitate the work of manufacturing. Through the extension of the plant the company now utilize the large tract of land lying between Adair and Walker streets on Wight street and extending down to the Detroit river, where excellent dock facilities are controlled. In the works are employed six hundred and fifty operatives, of

whom one hundred and fifty to one hundred and seventy-five are moulders, and the output of the plant not only includes the original line of sprocket chains, now a small feature of the enterprise, but also the highest grade of malleable-iron work, for agricultural plants, car work and general malleable work. The output reaches an annual aggregate of from eight thousand to ten thousand tons and the products are sold principally throughout the United States and Canada.

THE AMERICAN HARROW COMPANY.

The superior advantages offered by Detroit as a manufacturing and distributing center are becoming more thoroughly appreciated every succeeding year, and in witness of this fact the best evidence is that shown in the marvelous impetus which has of recent years been given to the city's industrial growth and expansion. Among the many manufacturing enterprises which thus lend prestige to the city is numbered that conducted under the corporate title indicated at the head of this article.

The American Harrow Company, representing one of the newer and important industries of the city, was incorporated in 1882, with a capital stock of one hundred thousand dollars, and with official corps as follows: D. M. Ferry, president, until his death; W. B. Moran originally vice-president; Sherman R. Miller, vice-president; and William W. Collier, secretary and treasurer. In addition to the present officers of the company several others of the stockholders are represented on the directorate. Shortly after incorporation the company instituted the erection of a suitable plant, securing an eligible location on the corner of Milwaukee avenue and Hastings street, where they now have four acres of ground covered with buildings, and have a most complete and finely equipped modern plant. The products of the establishment include harrows, cultivators and manure-spreaders, all of special and effective design and all properly protected by patents, and the trade of the concern now permeates into all sections of the agricultural world. From the

earnings of the concern the capital stock has now been increased to the noteworthy aggregate of two hundred and fifty thousand dollars. Though the major portion of the output is utilized in the United States and Canada, the company has already built up specially substantial and appreciative trade in England, Australia and Holland. This concern represents the largest manufactory of disk-harrows and manure-spreaders in the world.

William W. Collier and the late Henry Gale, of Albion, Michigan, were the leading spirits in the promoting of this important and well ordered enterprise and to them is due the organization of the company under so favorable auspices. Since the death of Mr. Gale the practical management of the business has devolved largely upon Mr. Collier, in co-operation with the executive committee.

WILLIAM W. COLLIER is a native of the Wolverine state, having been born in Battle Creek, Michigan, on the 19th of November, 1850, and being a son of Victor P. Collier, who was long one of the prominent and influential business men of that city. Mr. Collier was reared in Battle Creek, where he secured his preliminary educational training, which was supplemented by further study in Highland Military Academy. After leaving school Mr. Collier was associated with his father in the hardware business for some time, and the father later became president of the First National Bank of Battle Creek, also serving one term as state treasurer.

In 1871, soon after attaining to his legal majority, William W. Collier came to Detroit, where he entered the employ of the hardware house of Ducharme, Fletcher & Company, with whom he remained four years, after which he was salesman for the Wyandotte Rolling Mill Company until 1902, when he became identified with the organization of the American Harrow Company, as already described in this article. He is also vice-president of the Duplex Printing Press Company, of Battle Creek. In the spring of 1908, the Detroit Driving Club was reorganized, with a capital stock of twenty-five thousand dollars, and Mr. Collier was chosen president. The company leased

the State Fair grounds and track for a period of ten years, and have greatly improved the same.

In politics he is a Republican, and he is identified with various civic and social organizations. He and his wife hold membership in the Unitarian church.

In 1891 was celebrated the marriage of Mr. Collier to Miss Virginia Wright, daughter of Philo Wright, a well known vessel-owner of Detroit, and prominently identified with navigation interests on the Great Lakes. Mr. and Mrs. Collier have three sons,—Wright, Stephen, and William.

THE BUHL STAMPING COMPANY.

As an important mechanic industry of Detroit that represented by the company whose name here appears, merits due consideration in this work, which has assigned as a prominent function in its province the recording of the histories of those enterprises which have tended to conserve the upbuilding of modern and greater industrial Detroit.

The Buhl Stamping Company was founded in 1888, and the interested principals in the new corporation were junior partners in the wholesale hardware concern of Buhl Sons & Company. The first president of the company was Theodore D. Buhl, and Charles H. Jacobs was chosen vice-president; Dewitt E. Delamater, secretary; and Jefferson M. Thurber, treasurer. The capital stock represented in the incorporation was twenty-five thousand dollars, and the plant secured for the initiation of practical operations was that of the Buhl Iron Works, located on Third, Larned and Congress streets, from Third to Fourth streets, in the western section of the city. The plant was extensively remodeled without interfering with the operation of the factory and the main building is now three hundred by two hundred and fifty feet in dimension, three stories in height. Of the force of five hundred operatives about forty per cent. is represented in skilled labor. The business had its inception through a realization on the part of Theodore D. Buhl of its practical necessity as an adjunct

or complement to other lines of enterprise with which he was identified, and the products of the concern comprise a full line of milk cans, cream separators, lanterns, etc. During the first four years the enterprise was not a paying venture, owing to ineffective management in the detail work of the various departments, but the business has shown a steady and substantial growth and is now paying good returns on the investment made, besides being a valuable acquisition to the industrial and commercial life of the city. The products now find sale in the most diverse sections of the United States, with a growing trade in Canada and Mexico. Since the death of Theodore D. Buhl, his son Willis E., has been president of the company. Jefferson M. Thurber is secretary; Dewitt C. Delamater, treasurer; and John B. Breen, general manager.

THE AMERICAN RADIATOR COMPANY.

In the sum total of the multifarious manufacturing industries which contribute materially to upholding the commercial precedence and prestige of the city of Detroit that conducted under the above title has no inconspicuous place, the Michigan and Detroit plants of the company being large and finely equipped establishments and their products being of the highest order of excellence. Both plants are located in Detroit,

This Michigan-plant branch of the enterprise in Detroit, dates its foundation back to 1888, and the original incorporation was made under title of the Michigan Radiator & Iron Manufacturing Company. The chief promoter was John B. Dyar, who had been for about a decade previously managing owner of the Detroit Metal & Heating Works. In the forming of the new company there were associated with him such representative business men of Detroit as Martin S. Smith, Clarence Carpenter, Clarence M. Woolley, James McMillan, E. W. Meddaugh, and Ernest E. Mann. The personnel of the original executive corps was as follows: John B. Dyar, president; M. S. Smith, vice-president; Clarence Carpenter, treasurer; and C. M. Woolley, secretary.

The company purchased a tract of land on Trombly avenue, between Russell street and the tracks of the Grand Trunk Railway, securing about six acres and erecting thereon a foundry building eighty by three hundred feet in dimensions; a machine shop, forty by four hundred and thirty feet; a core room eighty feet square; cleaning room, fifty by sixty feet; power house, eighty by forty feet; warehouse four hundred and seventy-eight by one hundred and twenty-four feet; and an adequate and appropriate office building. The company engaged in the manufacturing of cast-iron radiators for water and steam warming purposes, being the second concern to take up this line of industry in Detroit, where the Detroit Steam Radiator Company had previously been in the field for a period of about four years, having also the distinction of being one of the pioneer concerns in this branch of manufacture in the United States.

In initiating practical operations the Michigan Radiator & Iron Manufacturing Company gave employment to about two hundred hands, and the business met with immediate success. In a few years about five hundred employes were represented on the pay roll of the company and the enterprise had assumed very extensive proportions, after having been in operation for but little more than a decade. In the year 1891 the American Radiator Company was organized and incorporated and assumed possession and control of the business and plant of each the Michigan Radiator & Iron Manufacturing Company and the Detroit Radiator Company, of this city, as well as of the Pierce Steam Heating Company, of Buffalo, New York. About this time the Michigan plant began the manufacturing of hot-water and steam warming apparatus in connection with its previous line of products, and in 1894 were manufactured in the plant its first boilers for house-warming purposes. The manufacturing of radiators was gradually discontinued, being turned over to the Detroit plant, and the original plant of the Michigan Radiator & Iron Manufacturing Company is now devoted exclusively to the manufacturing of hot-water and steam-warming appliances,

not including radiators. About one acre of additional ground has been added to the original tract and new buildings have been erected, to meet the demands of the constantly expanding business. Further amplification is required in this line at the present time, and arrangements are being made for the enlarging of the plant in the near future. The employes of the Michigan plant of this concern are now upward of seven hundred in number, and about one-half are skilled artisans. The office force numbers twenty persons, and the average annual outlay in salaries and wages aggregates five hundred and fifty thousand dollars. Clarence Carpenter is manager of the plant; Henry J. Rente, assistant manager; and Roland H. Mann, assistant superintendent.

THE POSSELIUS BROTHERS' FURNITURE MANUFACTURING COMPANY.

An industry of considerable magnitude and one unique in special features of furniture manufacturing is that conducted under the title appearing above, and the extensive and finely equipped factory and warerooms of the company are eligibly located on Mount Elliott and Harper avenues. This business dates its foundation back to the year 1870, when it was established in a somewhat modest way by the late Adolph Posselius. Success attended the enterprise from the start and the advancement has been substantial and consecutive during the intervening years, the result being the building up of an industry of wide ramifications and one that contributes materially to the commercial precedence of the city of Detroit. For a time the business was conducted under the title of Posselius Brothers and in 1890 the Posselius Brother Furniture Manufacturing Company was incorporated, with a capital stock of fifty thousand dollars. The officers of this company are as here noted: Charles W. Munz, president and general manager; John H. Knodell, vice-president; and Anthony Seeger, secretary and treasurer. The concern stands the largest exclusive manufacturers of dining-room extension tables in the world, and its specialty is the "Victor" tables, representing the improved inventions of Mr. Munz, the

president of the company. The products of this institution find sale in the most diverse sections of the Union, and the volume of trade is very large, with a constantly cumulative tendency. A branch salesroom is maintained at 1319 Michigan avenue, Chicago, in the Furniture Exposition building.

The plant of the company utilizes six acres of ground at the location previously noted. The main building has a frontage of three hundred and sixty feet on Harper avenue, this section being sixty feet in width, and the Mount Elliott avenue frontage is one hundred and fifty feet, with a width of seventy-five feet. This building is four stories in height and is substantially constructed of brick, according to the most modern ideas for factory purposes. The power building is in the main one hundred by fifty feet in dimensions and has an annex twenty-five by forty feet. The shipping room is fifty-five by seventy-five feet in dimensions. The facilities throughout, including the mechanical equipment, are of the highest type and the plant was erected in 1901, in which year the business was removed from its former location on Gratiot avenue, between Russell and Riopelle streets. In the manufacturing department of the enterprise employment is afforded to a force of two hundred and thirty operatives, about half of whom are skilled mechanics, and fifteen men are employed in representing the sales department throughout the extensive trade territory covered by the company. The average annual expenditure in wages is one hundred thousand dollars. On other pages of this publication appear brief sketches of the careers of the president and the secretary and treasurer of the company.

THE SULLIVAN PACKING COMPANY.

Under the title here noted is conducted one of the important and successful business enterprises of Detroit, and the interested principals in the concern, which is a corporation, are James J. Sullivan, Frank J. Sullivan, Mark M. Fleischman, William Wreford and Alfred Roe. James J. Sullivan, founder of the enter-

prise and president of the company, is one of the well known and essentially representative live-stock commission men of Detroit, and he is connected with the live-stock exchange of this city, as well as that of the city of Buffalo, New York.

The prosperous industry here considered was founded in 1895, by James J. Sullivan, and at the start employment was given to only twelve persons. The cattle killed each week did not at that time aggregate more than seventy-five head. The company now employs a force of fifty men in the abattoir, and twelve men, utilizing an equal number of wagons, are employed in the delivering of products.

The business was conducted as a copartnership, under the title of the Sullivan Beef Company, until April 2, 1908, when it was incorporated under the present title and with a capital stock of two hundred and fifty thousand dollars. The officers of the company are as here noted: James J. Sullivan, president; Mark M. Fleischman, vice-president; William Wreford, second vice-president; Frank J. Sullivan, secretary, treasurer and general manager; Alexander McFall, superintendent of the packing plant; and William Flanigan, superintendent of the abattoir.

The abattoir, packing house and general offices of the Sullivan Packing Company are located at the juncture of Beecher avenue and the tracks of the Michigan Central Railroad. A frontage of five hundred and forty feet is owned on the avenue mentioned and the grounds utilized extend back therefrom a distance of one hundred and seventy feet to a spur track of the Michigan Central, through which railroad the best of shipping facilities are controlled. The plant is the most modern of the kind in Michigan. The buildings are of brick, steel and concrete construction and were erected in 1906 and 1908. The machinery and other accessories are of the most modern type known to the business and thus insure perfection of output. The cold-storage rooms have a capacity for the housing of four hundred beeves, five hundred lambs and two hundred calves, and the capacity of the ice plant is sixty tons per day. The packing plant

has facilities for the slaughtering and packing of three thousand hogs per week. All the hoisting and transferring machinery is operated by electric power, and the sanitary equipment of the entire plant is as nearly perfect as scientific principles and scrupulous care can make it. The by-products of the abattoir and packing house are treated in sanitary, odorless rendering-tanks, and from this department of the enterprise are produced two grades of tallow and a valuable dry fertilizer. The company has its own power plant and generates its own electricity for mechanical and lighting purposes. The establishment as an entirety is a veritable model. The abattoir handles an average of three hundred and fifty head of cattle, four hundred lambs, one hundred and fifty calves, and from twenty-five hundred to three thousand hogs each week, and the annual transactions represent an average aggregate of fully two and one-half millions of dollars.

Within the year 1908 the company has erected a packing plant, placed in operation in October of that year. The building is four stories in height, and its equipment throughout is the acme of perfection. There has been adopted a new system, by which the slaughtering is done on the top floor, from which the products are worked downward through the various processes. Improved facilities are to be noted on every side, including provisions for the scraping of the hogs by machinery. The latest improved sausage machinery has been installed, and the coolers are of the best type. Operations involve the slaughtering and handling of three thousand hogs a week, and the finest grades of ham, bacon, lard, sausage, etc., are turned out in this fine establishment.

The output of the plant is utilized principally in the retail markets of Detroit and the state, and the cattle and hogs are procured from the stockyards of Kansas City, Omaha, Chicago and Detroit. Particular discrimination is brought to bear in the selection of stock. The company's plant has a storage capacity for the accommodation of fifteen thousand beef hides, five thousand calf skins and five thousand sheep pelts. All of these products must be rehandled and repiled at least once

in every thirty days, in order to prevent deterioration or spontaneous combustion. There is also storage capacity for one hundred casks of tallow. These brief statements indicate that the industry is one of no minor importance and no small scope, and it is ably managed in every department.

WALKER & COMPANY.

When one stops to consider the progressiveness of Detroit's captains of industry and the many channels in which their energies are directed, it is not surprising that the city has forged to the front industrially and commercially. An idea of the diversity of interests represented is to be gleaned from a perusal of the various descriptive and biographical sketches appearing within the pages of this work, and in this connection the concern whose name introduces this article is well entitled to consideration. The company manufactures electric signs and a variety of other styles of commercial signs, figures as an effective distributor of out-door advertising and is one of the leading bill-posting concerns of the United States. It controls a large business in its several departments.

The enterprise dates its foundation from the year 1862, when William and John D. Walker, uncle and brother respectively of the present president of the company, established the business under the title at present maintained, though the original concern was a copartnership. Like many another Detroit concern with so long a history, Walker & Company began operations upon a very modest scale, though one adequate for the demands of locality and period. At the inception a two-sheet poster was the largest display advertising put forth by the firm. In 1872, the present president, Henry W. Walker, individually mentioned in this publication, became a member of the firm, whose business at that time had been extended in such a way as to effectively cover the cities of Detroit and Buffalo, and the executive force then comprised only two other men besides himself. Henry W. Walker remained actively identified with the firm for about a decade, and through his energy and

progressive policy the business greatly expanded in scope. In 1881 he retired from the firm and resumed his connection with the lumbering industry, with which he had previously been identified, but in 1883 he associated himself with Charles Shaw, lessee of the Detroit opera house, and again engaged in the bill-posting business, under the original title of Walker & Company. In 1885 Mr. Walker purchased and assumed control of all bill boards utilized by the Detroit opera house and soon established the enterprise upon a most substantial and metropolitan basis, the growth of the business being most satisfactory, while the best advertising sites, both as to location and number, were secured as rapidly as they became available. The firm maintained from the start a high reputation for honorable business methods, and the result has been that to-day the concern is recognized as one of the most popular, as well as one of the largest and most progressive, in the Union. No other in the growth of the business caused a removal the same province of enterprise has in its chosen domain so many eligible locations controlled for advertising purposes, has a superior order of equipments and facilities, or gives better service. Nearly all the bill boards used are constructed of sheet iron and the utmost care is given to affording attractive advertising of the most advanced modern type. In 1905 the firm began the manufacturing of electric signs, as a supplement to their regular commercial-sign department, and this feature of the enterprise has gained distinctive popular approval and support, many of the most attractive electric signs in Detroit being products of the manufactory of Walker & Company. In March, 1906, the business was incorporated under the laws of the state, with a capital stock of twenty-five thousand dollars, and Henry W. Walker became president and general manager of the new corporation, while his son, Harry C. Walker, one of the alert and enterprising business men of the younger generation in Detroit, is the secretary and treasurer, proving an able coadjutor to his father. The company employ a force of sixty to eighty experts in the sign and bill-posting

department, have four solicitors, and an office corps of nine persons. Their bill boards cover not only the city of Detroit, but also Wyandotte, Trenton, Monroe, Ecorse, Ypsilanti, and the St. Clair Flats, and the general distributing business of the concern has reached gigantic proportions, the facilities controlled being such that the largest and best advertisers have recourse to the services of the company. Both of the executive officers of the company are members of the Associated Bill Posters and Distributors of the United States and Canada, and Harry C. Walker is a director of this organization, while Henry W. was one of the organizers and original directors. The advertisers of Detroit may well find satisfaction in the facilities offered by this concern, whose plant is uniformly recognized as being one of the best equipped in the country, while the reliability of the service is of the highest.

Their being members of the National Association enables them to get absolutely reliable service in every city of two thousand inhabitants or over in the United States, Canada, Mexico and Cuba. This organization is one of the most complete, reliable and important ever organized in America, each member having a complete list of all other members' boards, capacity, prices and scope.

THE HOLLIDAY BOX COMPANY.

In the matter of industrial development Detroit in the past decade has attracted the attention of the citizens of the country at large, her growth in this particular being greater than that of any city of her population in America. A careful analysis of that growth will show that in the matter of specialty manufacturers, whose individual plants are the most important in their respective lines, this city is without a rival. Among her larger industries in the specialty field, that of the Holliday Box Company is one of the most important. This business was founded in 1878 by Mr. William P. Holliday, who for about six years previously had been in charge of the plant of D. M. Richardson, manufacturer of matches—now the Detroit plant of the Diamond Match Company. His first factory was

located at 157 Jefferson avenue, and his operating force did not exceed ten employes. His output consisted of all classes of paper boxes and his trade was confined to the local markets. His venture was successful from the start and and the Michigan Central belt line tracks, in to larger quarters, 55 Jefferson avenue. A second removal, to the Bagley building on Bates street, soon followed. The continued growth of the enterprise resulted in the purchase, in 1890, of the lot at the corner of Fort and Brush streets, one hundred and thirty-eight by one hundred and thirty-eight feet. A six-story and basement factory building, equipped with the most modern machinery to be had, was erected and occupied in 1891. Built of brick and provided with the most modern safeguards against fire, having a floor space of one hundred and thirty thousand square feet, it offers employment to four hundred operatives, two-thirds of whom are girls, trained in the making of the company's products and working under sanitary conditions as perfect as modern factory construction will permit.

This company manufacture fancy confectionery boxes, made from silks, satins and imported papers. Only the best grades are produced, their line being the most expensive made in America, and their output equalling in quantity all of the other makers of this specialty in the United States. Their product is sold through a traveling force and is marketed in every town of twenty thousand population and over in the United States and Canada. In addition to this they export annually large quantities of goods to many of the larger cities. The importance of the industry to the city is best illustrated through its wage scale, —more than one hundred thousand dollars being distributed each year in return for labor.

The company was incorporated on April 12, 1903, with a capital stock of two hundred thousand dollars, and succeeded to the business of W. P. Holliday. Its officers are: President, William P. Holliday; secretary and treasurer, Robert W. Stewart; superintendent, George B. Streit. Personal mention of Mr. Holliday appears on other pages of this work.

THE DETROIT STEEL COOPERAGE COMPANY.

In reviewing the industrial concerns of Detroit, and especially those which have most rapidly attained to a commanding place in their respective lines of manufacture, the Detroit Steel Cooperage Company commends itself to the publishers of this volume. The spring of 1908 completes the fifth year since its products were first placed upon the market and the incidental record shows that in the closing of this period the only market in the known world in which its products had not been sold, that of China, receives a shipment of thirty car loads.

The company was organized in 1902 to manufacture glass enameled steel tanks, the process of making being the successful result of about two years of experimenting by Mr. Henry C. Wiedeman, at that time the general manager of the Huetteman & Cramer Company, of Detroit. In perfecting the tank made by this process, two advantages were gained to the brewery and distillery interests of the world, the most perfect sanitation possible from the use of this character of equipment in their plants and a commercial saving in the manufacture of products and upkeep of tankage.

Associated with Mr. Wiedeman in the promotion of the company, were Mr. Otto Reinvaldt and Mr. Elias Aberle. Incorporation of the enterprise occurred in 1902. The capital stock of the company was one hundred thousand dollars, and the first officers were: President, Conrad Pfeiffer; vice-president, Paul Weidner; secretary, Otto Reinvaldt; treasurer and general manager, Henry C. Weideman. A site was purchased at Sylvester street the heart of Detroit's most desirable manufacturing district. A factory building one hundred and fifty by one hundred and five feet, constructed of steel, concrete and brick, was built and the equipment necessary for manufacture installed. A large percentage of the machines needed were built especially for the purpose and patented by the company.

The summer of 1903 saw the first tanks placed upon the market. They were received

with marked approval, and, although an untried and unproven feature of brewery equipment, a business totaling eighty thousand dollars was secured the first twelve months from the time their first order was secured. One of their first customers, the Anheuser-Busch Brewing Association, of St. Louis, the world's largest brewers, placed an order for thirty-two of the largest storage tanks ever constructed, viz: ten feet in diameter by sixty-eight feet in length, each having a capacity of one thousand one hundred and forty barrels. Each succeeding year had brought an order for more equipment from this company, which is conclusive evidence not only of the practical value of this class of tank, but also of the high standard of quality of the product.

Financial demands of a business that had grown beyond the expectations of its owners made a reorganization necessary; and in 1905 a number of Detroit's well known business men of wealth were interested in the enterprise. Complete reorganization resulted and the officers of the practically new concern are as follows: President, Colonel Frank H. Blackman; vice-president, Hon. Hoyt Post; secretary, DeWitt H. Taylor; assistant secretary, Otto Reinvaldt; treasurer, William Harry; assistant treasurer, H. C. Wiedeman. The controlling spirit in the enterprise, Henry C. Wiedeman, to whose indefatigable energy and well directed business efforts the success of the company is mainly due, has since its start satisfactorily filled the position of general manager. He is in control of the sales, finance and general business departments of the company. Mr. Otto Reinvaldt, his associate in the formation of the company, is in charge of the purchasing and manufacturing departments.

The company maintain branch offices in New York, Chicago and Seattle, and a foreign office in London, England. An average force of one hundred and fifty men is employed, sixty-five per cent. of whom are skilled mechanics, and the company distributes annually in wages one hundred and fifty thousand dollars. The growth of this enterprise is best illustrated by a comparison of the business

done in 1903, its first year, and that of 1907, its fifth. That of 1903 totaled eighty thousand dollars; that of 1907 reached the pleasing aggregate of six hundred thousand dollars. Additions to the original building have from time to time been built, until in 1908, the factory stretches on Beaufait avenue northward seven hundred feet from Sylvester street, and has a width of one hundred and five feet, this being the largest single structure devoted to industrial use in the city. The reputation of its products and the magic of the words "made in Detroit" are necessarily of much value to the city, while the money disbursed in wages is an important item in a commercial way. The financial strength of those in control and the business acumen displayed by those in charge of the company presage a successful future and expansion.

THE NEWTON BEEF COMPANY.

Occupying a position of marked relative importance in comparison with the representative concerns of the sort in Detroit, this company is clearly entitled to consideration in this publication, one of whose chief functions is the entering of a general review of the leading industrial enterprises which are contributing to the upbuilding of the "Greater Detroit."

The controlling stock in the Newton Beef Company is owned by its founder, Thomas E. Newton, who is president, treasurer and general manager of the company, which was incorporated under the laws of the state in 1901. The other members of the executive corps are as follows: William J. Streit, vice-president and manager of the retail store; William Callan, secretary and office manager. The finely equipped abattoir of the company is located on Fourteenth street at the junction of the same with the tracks of the Michigan Central Railroad, so that the best of transportation facilities are controlled. The annual business of the concern has already reached the noteworthy aggregate of one million dollars, representing the handling within that period of an average of twenty-five thousand head of cattle, twelve thousand lambs, and seven thousand calves.

In by-products the output includes an average of fifty thousand pounds of tallow and seventy-five thousand pounds of fertilizer each month. The business of the company is largely directed in supplying the hotel, restaurant and steamboat trade of Detroit and the local retail meat markets, and in addition to this the company holds contracts for supplying meats to the garrison at Fort Wayne and the state prison, at Jackson. In the abattoir and delivery service thirty-five employes are retained, and an average of thirty thousand dollars annually is represented in the company's pay roll. The sales of hides reach an average of one hundred thousand dollars annually, and every department of the enterprise is conducted with utmost care in the conservation of sanitary conditions, thus insuring an output which defies criticism and constitutes its own advertising. The ice plant has a capacity of twenty-five tons daily, and the storage rooms afford accommodation for five hundred head of dressed cattle, three hundred sheep and two hundred calves. In 1907 a department for the handling of pork products was added to the plant, and this feature of the enterprise is proving most successful in operation. The wholesale headquarters of the company are maintained at 41 Cadillac Square, and the retail store is located at Stall 4, Central Market. A sketch of the career of the president and also one of the secretary of the company appear elsewhere in this volume.

THE NEWBERRY BAKING COMPANY.

The enterprise conducted under the above title is of more recent establishing than certain others of the kind in the city of Detroit, but its precedence is acknowledged and the business already ranks among the first of the order in the Michigan metropolis.

The Newberry Baking Company was organized in 1906, in May of which year it was incorporated under the laws of the state, with a capital stock of ten thousand dollars. The principals interested in the incorporation were Lewis Newberry, Charles E. Petrak, and Mrs. A. Newberry, and the officers of the company at the present time are as here noted: Lewis

Newberry, president; C. E. Petrak, vice-president; and Mrs. A. Newberry secretary and treasurer. A sketch of the career of the president and founder of the business appears on other pages of this work. The plant of the company is located at the corner of Fourteenth and McGraw avenues, where the building occupied is one hundred and fourteen by one hundred and forty-six feet in dimension, and two stories in height. The company has also erected an addition to the main building, and this is sixty feet square. The equipment of the plant throughout is of the highest modern type, and the sanitary provisions are perfect in every possible detail. The ovens have a capacity for the output of fifteen thousand two-pound loaves of bread a day, and the factory is given over exclusively to the manufacturing of bread, which is sold at wholesale only. The trade of the company extends throughout Detroit and its suburbs. Seven delivery wagons are in service, and in the factory of the concern is employed a force of twenty men, entailing the expenditure of about twenty thousand dollars annually in wages. The management of the business is distinctively progressive and aggressive, and the result has been an exceptionally rapid growth in the volume of trade controlled. The interested principals are men of established business reputation and progressive ideas, and the success of the enterprise represents a natural sequel.

W. M. FINCK & COMPANY.

An industrial concern of importance and one that has contributed materially toward the commercial prestige of Detroit is that whose title initiates this paragraph. The enterprise is one of the largest of its kind in the Union, and the products of the establishment include overalls, special lines of service coats, trousers, etc. The company was incorporated in 1902, with a capital stock of sixty thousand dollars, and the officers of the same are: William M. Finck, president and secretary, and James L. Lee, vice-president and treasurer. Mr. Finck has the personal supervision of the manufacturing department of the business, in which he has

had long and intimate experience, and Mr. Lee has charge of the sales, credit and finance departments and also of the buying of material used in the manufactory. The large and finely equipped plant of the company is located at 1156 Gratiot avenue, and the main building is seventy by one hundred feet in dimensions, is constructed of brick and is three stories in height. The factory building, at the rear of the structure just mentioned, is seventy by one hundred and fifty feet in dimensions and is two stories in height. In the factory employment is given to a force of eight hundred operatives, and the output is known for its superiority in every respect. It has been stated with much of consistency that Mr. Finck, president of the company, is the man who has made Detroit famous for union-made overalls. The enterprise was established by him in 1890, and from a modest inception has been built up a business that in its line stands second to none in the Union. Growth, progress and success have been the concomitants of the industry and the advanced policy and absolute reliability of products insures a consecutive expansion in the business each successive year, as the goods turned out constitute their best advertising. From a brochure issued by the company are taken the following pertinent statements: "Our success has been phenomenal, and our many friends attribute it to the superiority and merit of our productions. We are constantly on the alert for articles of superiority, having realized the importance of manufacturing the best article in the country, thus establishing a foundation for permanency which tends to steady growth and expansion." All styles of overalls are manufactured, as well as coats of denim, corduroy, cottonade, canvas, etc. Particular study has been given to securing economy in production and in conserving the highest possible quality in the output. The company has established a reputation for fair and honorable dealings, and the reliability of all products is assured. As showing the progressive ideas of the concern it may be stated that the factory utilizes forty-two yards of cloth in the manufacturing of a dozen of average size, while the record of com-

petitors in the same production is for the use of only thirty-five yards. The excess allows for shrinkage and greatly improves the wearing quality of the garments. Thus the highest grade of products is turned out at a price that meets all competition. All garments of this factory are union made. The goods of the company are sold in all sections of the United States and Canada, and they are placed largely in a direct way, through advertising sent out from the headquarters. This method in itself conserves economy and enables the company to give its customers the advantage of superior goods at the price of those of inferior quality and workmanship. It is gratifying to note the upbuilding of so prosperous an industry,—one founded on honor and conducted on the plan of giving full value received in every transaction. The average annual expenditure of the company in wages and salaries is fully two hundred and seventy-five thousand dollars, and this statement is significant when we revert to the fact that in 1902, when the company was organized, its total force of employes numbered only seventy persons, including the office corps. Other data of interest in this connection may be found in the sketch of the career of Mr. Finck, president of the company.

THE STERLING & SKINNER MANUFACTURING COMPANY.

In the manufacturing of steam, water and gas fixtures and appliances of brass this company has built up a large and thriving business and gained precedence as one of the leading concerns of the kind in the Michigan metropolis. The company was incorporated in 1902, and its operations are based on a capital stock of thirty-five thousand dollars. The following officers, each peculiarly well fortified for the executive duties devolving upon him, control the affairs of the company: Ruluff R. Sterling, president; Edward J. Roney, vice-president; Frederick G. Skinner, secretary and treasurer; and George W. Bowe, superintendent. The president of the company has charge of the sales of the concern in all territory west of Detroit; Mr. Roney is superintendent of the foundry and the manufacturing of the rough

products; Mr. Skinner has charge of the office and finances of the company and also of the sales in the eastern territory; and Mr. Bowe is the general superintendent of the factory and gives special supervision to the finishing department.

The factory of the company is located at the corner of Russell street and North Grand boulevard and the plant occupies an acre of ground. The main building was erected in 1902, is three stories in height, substantially constructed of brick, and has an aggregate floor space of twenty thousand square feet. The foundry building is one story in height and fifty by one hundred feet in dimensions. The mechanical equipment and all other facilities are of the best modern type, making possible the rapid turning out of work of the highest grade. The trade of the company extends throughout the United States and Canada and also into the principal European countries. Of the one hundred and fifty employes full seventy-five per cent. are skilled artisans, and the average annual pay roll represents an expenditure of about seventy-five thousand dollars. The company insistently maintains all of its products at the highest standard of excellence, and its reputation in this regard results in the trade of the concern showing a constantly expanding tendency.

THE CLAYTON & LAMBERT MANUFACTURING COMPANY.

Under the above title is conducted another of those manufacturing industries to which the Michigan metropolis lends her hearty support, conducive, as it is, to the general and commercial prosperity of the community and enlisting in its prosecution both ample capital and skilled labor. The company are manufacturers of gasoline torches and furnaces for electric, steam and gas fitters and tin and sheet-iron workers, and the enterprise is one of the largest of the kind in the west.

The original location of the Clayton & Lambert Manufacturing Company was in the city of Ypsilanti, Michigan, and it was organized in 1888, when it was incorporated under the laws of the state, with a capital stock of ten thou-

sand dollars. The interested principals in the concern at the time of incorporation were Nelson J. Clayton, Joshua Lambert, and the latter's three sons,—John E., Charles R. and Bert. The company retained its headquarters in Ypsilanti until 1899, when the business was removed to Detroit, the factory being established at Milwaukee Junction until 1902, when the present premises were purchased, having a frontage of three hundred feet on Beaubien street and two hundred and seventeen feet on Trombly avenue. On this land was erected in the same year a general factory building of two stories, one hundred and seventeen by one hundred and twenty feet in lateral dimensions, and the building affords ample accommodations for the various departments, including the offices, shipping room, ware rooms, etc. The main foundry building is two stories in height and sixty by two hundred and seventeen feet dimensions; a portion of this structure is one story in height. The business has been built up from a modest inception to its present large proportions, and in the special line of production the concern manufactures fully eighty per cent. of all such devices utilized in the United States and Canada, while the articles manufactured are amply protected by letters patent. The company control also an excellent export trade, which is done through the interposition of jobbers in New York city, Boston, Philadelphia, San Francisco, Portland, Seattle and Los Angeles. Of the average force of employes seventy-five per cent. are skilled artisans in their respective lines,—including moulders, buffers, polishers, machinists, tool-makers, pattern-makers, monitor hands, platers, sheet-metal workers, press men, etc. Charles R. Lambert has charge of the manufacturing department; John E. Lambert is sales promoter, and Bert Lambert has the supervision of the general accounting department.

In 1902 the capital stock of the company was increased to fifty thousand dollars, and in 1904 it was raised to its present figure,—two hundred thousand dollars. Mr. Clayton has been president of the company from the time of its incorporation, and the other officers are as follows: Charles R. Lambert, vice-president; John

E. Lambert, secretary; and Bert Lambert, treasurer.

JOSHUA LAMBERT, the father, was one of the founders of the enterprise, as has already been stated. He was born in 1837 and his death occurred in 1902. He was a son of Solomon Lambert, who was one of the pioneers of Wayne county, Michigan, where he took up a tract of government land, about four and one-half miles distant from the present village of Farmington. Solomon Lambert was a native of the state of New York and practically his entire life was devoted to agricultural pursuits. He continued to reside on the old homestead until his death, at the patriarchal age of ninety years.

Joshua Lambert was born on the homestead mentioned and his early educational privileges were limited to the primitive district schools of the locality and period. He learned the trade of blacksmith when a youth, and followed the same in Charlotte and later in Ypsilanti, Michigan. In the latter place he became associated in business with Nelson J. Clayton, under the firm name of Clayton & Lambert, and from their modest little establishment was built up the fine manufacturing institution through which their names are perpetuated. Mr. Lambert took up his residence in Detroit in 1899, and here passed the residue of his life, whose entire course was marked by impregnable integrity and honor. He was a Democrat in politics and was a consistent member of the Congregational church. His wife, whose maiden name was Maria Griffith, was born and reared in Michigan and is now deceased.

BERT LAMBERT, treasurer of the Clayton & Lambert Manufacturing Company, was born at the family homestead, at Livonia, Wayne county, Michigan, on the 10th of September, 1865, and he was afforded the advantages of the public schools of the city of Charlotte, after which he completed a course in the Cleary Business College, at Ypsilanti, in which he was graduated as a member of the class of 1883. After leaving school he became a clerk in a grocery in Ypsilanti, and later he entered the employ of the firm of Clayton & Lambert. When the same was succeeded by the Clayton

& Lambert Manufacturing Company, he became one of the incorporators of the latter, for which he was traveling salesman for some time and of which he has been treasurer since 1896. He is a Republican in his political allegiance, is a member of the Detroit Golf Club, and both he and his wife are communicants of St. Paul's church, Protestant Episcopal.

On the 6th of September, 1893, was solemnized the marriage of Bert Lambert to Miss Ina F. Hay, daughter of William Hay, founder, president and manager of the Hay & Todd Manufacturing Company, of Ypsilanti, and the children of this union are William Hay Lambert and Bert Lambert, Jr.

THE C. PFEIFFER BREWING COMPANY.

To note those enterprises which stand as representative in their respective lines of industry as bearing upon the precedence and commercial activity of the city of Detroit, is one of the prime desiderata in the compilation of this work, and under these conditions the company named above demands particular recognition, being one of the important concerns of the sort in the city and being conducted upon the principles of strict commercial integrity.

The C. Pfeiffer Brewing Company, which succeeded to the brewing business established by Conrad Pfeiffer in 1898, was organized and incorporated as a stock company on the 2d of March, 1902, with a capital of one hundred and fifty thousand dollars. The growth of the enterprise had been such as to demand this process of amplification and extension of commercial latitude. The well equipped plant, modern in every detail, is located at Nos. 908 to 940 Beaufait avenue, on which thoroughfare the company has a frontage of four hundred feet, while the premises extend back a distance of one hundred and five feet to the Michigan Central Railroad. The new brew house, a substantial brick structure three stories in height and with a floor space of nine thousand square feet, was erected in 1907, at a cost of twenty-five thousand dollars, and is a model in every particular, its facilities being unexcelled by those of any brewery in the city. The ice

plant has a capacity of ninety tons a day and in the prosecution of the flourishing business this capacity is fully utilized. The output of the brewery for the year 1907 was thirty-five thousand barrels, of which about fifteen per cent. was bottled. The company's products are utilized principally by the trade in the city of Detroit, and so secure is the demand of this local trade that no special effort has been made to extend the same into extraneous territory. The business gives employment to a force of forty men,—in the manufacturing, distributing and office departments,—and the amount represented on the annual pay roll, aside from the salaries of the officers of the company, is fully thirty thousand dollars. The concern pays to the city in water tax seven hundred dollars annually. Under the new regime the business of the company has rapidly and substantially expanded, and the very popularity of the product is the best attest of its superiority and of the correct business methods brought to bear in the prosecution of the enterprise.

The personnel of the official corps of the C. Pfeiffer Brewing Company is as here designated: Conrad Pfeiffer, president; Martin Breitmeyer, vice-president and treasurer; and Henry C. Deitz, secretary. The executive duties assigned to these officials are as follows: The president has charge of the manufacturing and of the sales and purchasing departments; the finances of the company are, of course, in charge of the treasurer, who is also vice-president; and the secretary has the supervision of the accounting department and general detail work of the office. Individual mention of these three representative business men is made in this volume.

THE DETROIT STEEL PULLEY COMPANY.

Another of the unique industrial enterprises which add to the extent and variety of the manufactured products which bear the prestige of the city afar, as being "made in Detroit," is that represented by the Detroit Steel Pulley Company, which was organized and incorpo-

rated in the fall of 1905, with a capital stock of fifty thousand dollars, and with interested principals as here noted: Daniel T. McNiel, Paul C. McNiel, Walter C. McNiel, John M. Parker, Charles R. Dennen, and Arthur W. Johnston. The personnel of the first executive corps was as follows: Daniel T. McNiel, president; John M. Parker, vice-president; and Paul C. McNiel, secretary and treasurer. No change has been made in the executive force since the incorporation of the company. The well equipped plant of the company is located at the corner of Bellevue avenue and Warren avenue east, and the main factory building is a brick structure, ninety by one hundred and sixty-eight feet in dimension. Operations were instituted with a force of only four employes, but such has been the growth of the enterprise that at the present time the services of twenty skilled artisans are required and also a number of unskilled workmen are retained on the pay roll, which represents an average expenditure of about fifteen thousand dollars. The company confines itself to the manufacturing of split-steel belt pulleys, the patents on which are owned by the corporation, whose president, Daniel T. McNiel, is the patentee. The pulleys turned out by this company have met with most favorable reception and having proven to have all the good qualities to be claimed for wooden pulleys, besides many points which render them unmistakably superior in insuring effective operation and also economy and safety. The practically indestructible nature of the devise, of course, implies economy wherever it is used. The output of the concern is sold principally to the jobbing trade, and the pulleys are now in use in the most diverse sections of the United States. Their introduction constitutes their best advertising, and the business of the company is rapidly expanding, so that an enlargement of its plant will be necessitated in the near future.

On other pages of this work is entered a brief review of the career of Daniel T. McNiel, president of the company, and in the same will also be found specific mention of his sons, both of whom are stockholders in the same company.

THE CAILLE BROTHERS COMPANY.

One of the notable industrial enterprises of Detroit which have given the city a place among the leading manufacturing centers of the world is that conducted by the corporation whose title initiates this paragraph. The company are the largest manufacturers of coin slot apparatus in the world, and the Detroit plant of the concern, at 1300-1340 Second avenue, is likewise the largest of all factories devoted to this line of manufacture. The gigantic enterprise is further conspicuous from the fact that it represents the concrete results of the technical skill, progressive ideas and energy of business men of the younger generation,—men whose fine initiative talent has enabled them to build up a magnificent industry within the space of comparatively few years. The enormous sales of the coin slot machines of the Caille Brothers Company testify to the distinctive merits of the products and to the popular appreciation of the manifold devices of this line sent out by the concern into all sections of the civilized world.

The Caille Brothers Company was incorporated under the laws of the state of Michigan in 1901, and its operations are based on a capital stock of three hundred thousand dollars. Coin-controlling machines of fully eighty different types are manufactured and each is of the best mechanical construction, backed by the positive guaranty of the company. The annual output of the plant has now reached the enormous average of fully twelve thousand machines, all of which are protected by patents issued to the Caille brothers, who are the inventors of the various mechanical devices employed. The business had its inception in 1893, when the Caille Company was organized and began operations on a modest scale in the city of Saginaw, Michigan, where the headquarters were maintained until 1896, when A. Arthur Caille and Adolph A. Caille, the two interested principals, came to Detroit and here laid the foundation for the present enterprise controlled by their company. Both brothers are practical mechanics and specially skilled as artisans, and both have shown distinctive ability in the invention of mechanical devices. The

original factory in Detroit was one of modest order and was located at the corner of Woodward and Baltimore avenues, from which location the removal was made to the corner of Second and Amsterdam avenues in 1904. At the latter and eligible location was erected the fine, modern plant utilized by the company at the present time. The large buildings are substantially constructed of brick and stone, and the main building, one hundred and twenty by three hundred and fifty feet in dimensions, is three stories in height, not including the basement. The factory proper lies at the rear of the main building and is one story in height. In the prosecution of the various details of manufacture employment is given to an average force of three hundred persons, of whom fully seventy-five per cent. are skilled mechanics, and the average annual expenditure in wages and salaries aggregates two hundred and twenty-five thousand dollars. In capacity, output and extent of business controlled, the concern outranks all others of the kind in the world, and its value to Detroit is large, both in a direct and collateral way. It is not within the province of this article to enter into details concerning the products of this great industrial institution, but the literature issued by the company gives all information that can be asked in this regard. Agencies are maintained by the company in the leading cities of the United States, as well as in those of European countries and other foreign lands. The stock of the company is virtually controlled by the Caille brothers, of whom A. Arthur Caille is president and general manager, and Adolph A., vice-president and secretary. The former has the general supervision of the finance and sales departments of the business, and the latter has charge of the manufacturing and the directing of the general accounting and office affairs. Personal mention of the brothers is made on other pages of this volume.

THE NATIONAL TWIST DRILL & TOOL COMPANY.

Contributing its quota to the industrial prestige and commercial importance of Detroit is

the company to a description of whose rise and splendid progress this article is devoted. The company was organized primarily through the efforts of P. J. Hoenscheid, the present manager, and it was duly incorporated under the laws of the state November 3, 1903, basing its operations upon a capital stock of seventy-five thousand dollars. Mr. Hoenscheid has been identified with this line of enterprise for more than a quarter of a century, having been for many years connected with the various twist-drill companies and being recognized as an expert mechanic and as one well fortified in technical and practical knowledge. He has been manager of the manufacturing department of the National Twist Drill & Tool Company from the time of its inception and of him individual mention is made on other pages of this publication. The officers of the company are as follows: William H. McGregor, president; Jonathan O. Whitaker, of Chicago, vice-president; Otto Reinhardt, treasurer; and George Mead, secretary. The concern has a fine, modern plant, located at Brush street and Grand boulevard east, and the output of the same is of the highest grade. All kinds of twist drills are manufactured, together with a multiplicity of designs in the way of small machine-tools. Special attention is given to the manufacture of tools made from high-speed steel. The trade of the company extends into the most diverse sections of the United States, and an excellent export business is also controlled by the company, whose affairs have been administered with distinctive ability and discrimination. The present plant of the company was erected in 1907, on Brush street, near Grand boulevard, and the buildings, which are mainly of reinforced concrete, were constructed by the Detroit Concrete Stone Company. The main building is three stories in height and forty by one hundred and forty feet in dimensions, affording twenty thousand square feet of floor space. The average corps of employes numbers one hundred and twenty-five men, and of this number fully eighty-five per cent. are skilled artisans.

THE DETROIT TOOL COMPANY.

Under the above title is conducted one of the successful industrial enterprises of Detroit, and the products of the establishment are sold throughout the civilized world,—a fact which attests the value of the machines manufactured by the company.

The Detroit Tool Company was organized and incorporated in 1905, with a capital stock of five thousand dollars, and those interested in the organization were William L. Holmes, Dr. J. W. Morrison, H. T. Harding and Harold W. Holmes. The officers of the company are as follows: William L. Holmes, president; J. W. Morrison, vice-president; M. E. Glenn, treasurer.

The plant of this corporation is located on Rivard street and is admirably equipped for the production of the Detroit combination tool, which is the name of the unique machine which constitutes the specific output of the factory. The Detroit combination tool is composed of six high-grade, scientifically designed tools, every one of which is of the highest practical use and indispensable to everyone who has use for tools. From a circular issued by the company the following pertinent statements in regard to the unique device are taken: "It is useful to the engineer for making repairs about the steam plant, and in the engine room of a steamboat, where the question of space is so important, the value of this tool can be instantly appreciated. This tool may also be used to advantage by the repair crews of water works, gas systems and railroads, as it overcomes the necessity of having to return to the shop in case they want to do any drilling, forging or grinding. The automobile owner realizes that the greatest inconvenience and expense in connection with his automobile is the time that is consumed by sending the machine to the shop to have even the simplest repairs made. Many times these repairs could be made by the owner or chauffeur if they had the proper tools to work with. The Detroit combination tool affords a full equipment for making all these repairs. The farmer and householder will find the Detroit combination

tool a complete workshop for the many repairs which they find necessary to make."

The Detroit combination tool represents the highest grade of material and the most perfect type of workmanship, thus insuring durability and effective service in each of its several functions. Its versatility of application is its chief point of appeal to all who have use for mechanical devices. In the one machine are embraced a forge, with a geared rotary blower, and the forge is easily and quickly adjusted to or removed from the bed piece; an anvil, made of the highest grade chilled manganese iron; a vise, with four-inch jaws of tempered tool steel, opening ten inches, and operated by a screw made of cold rolled steel and fitted with a hand wheel which has a drop-forged steel handle; a pipe vise, operated by the same heavy screw as the vise, and capable of handling any pipe from one-eighth inch to three inches, in vertical or horizontal position; an emery wheel, ten inches in diameter and made of the best material; a drill-press, geared two to one, giving great power and speed, and fitted with a Barber adjustable chuck; transmission gears are cut, the large wheels running into phosphor-bronze pinions, thus making as strong, durable and noiseless gears as can be made; the anvil hardy is made of the best tempered tool steel; and a crucible holder, consisting of an iron frame that rests on the forge over the fire, and used for heating crucible, glue pot or soldering iron. The machine is made in two models, and the same are adequately described in the literature issued by the company and sent to all who make application for the same. The Detroit combination tool is the joint production of Dr. J. W. Morrison and Harold W. Holmes, of Detroit.

THE HARGREAVES MANUFACTURING COMPANY.

Under this title is conducted one of the unique and important industrial enterprises of the Michigan metropolis, one whose trade ramifications are widely extended and one which contributes its quota to the commercial prestige of the city. In its functions the concern is one of the largest of its kind in the

world. The company was incorporated under the laws of the state in the year 1872, with a capital stock of one hundred and fifty thousand dollars. Its organizers were George and Samuel Hargreaves, who secured the capitalistic support of the following named representative citizens of Detroit: William B. Weston, George Hendrie, William J. Chittenden, Ashley Pond, Thomas Ferguson, Sidney D. Miller and Hon. George V. N. Lothrop. The company purchased the block of land bounded by Lafayette avenue and Howard, Seventeenth and Eighteenth streets, and there erected a substantial factory building of brick, the structure being three stories in height and having an aggregate floor space of one hundred thousand square feet. The facilities of the plant have been kept up to the highest standard at all times and the output is enormous each year. The company manufacture picture mouldings, frames and framed pictures of every description, including productions in oils, water colors, pastels, etchings, photogravures, chromos, etc., and their trade extends into the most diverse sections of the United States and Canada, and also penetrates definitely into England and Australia. They have resident agents in the city of London, England, and in Sydney, Australia, and their export business is large and substantial, showing a constantly cumulative tendency. In the various departments of the home establishment employment is given to a force of about four hundred persons, and the annual pay roll represents an average expenditure of two hundred and fifty thousand dollars. The officers of the company are as follows: William J. Chittenden, president; Thomas E. Reeder, vice-president and general manager; Walter N. Baker, treasurer; and Charles F. Mellish, secretary and assistant manager.

The general management of the business is reposed in the able hands of Mr. Reeder, a sketch of whose career appears elsewhere in this volume; the sales department is under the superintendency of Mr. Mellish; and Mr. Baker has charge of the correspondence. The latter two officials are likewise individually mentioned in this publication.

THE DETROIT CARRIAGE COMPANY.

It is well within the province of this publication to make specific mention of those industrial enterprises through which is upheld the high commercial prestige of the city of Detroit, and as contributory in this respect the industry conducted under the above title is one of no little importance. The business is the outgrowth of that established under the name of the Detroit Carriage Manufacturing Company, in 1898, when the company was incorporated with a capital stock of fifty thousand dollars and with officers as follows: Herman Roehm, president; Daniel S. Giles, vice-president and manager; and George E. Moody, secretary and treasurer. The company engaged in the manufacturing of high-grade carriages, establishing a well equipped plant in a building leased from the Rumsey Manufacturing Company and giving employment to a force of seventy-five men. Within the first year twenty thousand dollars were expended in the erection of a large addition to the original building, and since that time still other additions have been made, together with many incidental improvements in the equipment of the plant, which is now owned by the Detroit Carriage Company, which succeeded the original company.

The Detroit Carriage Company was incorporated in 1903, and the officers of the same are as follows: Henry W. Paton, secretary; Albert H. Roehm, treasurer. The operative force now includes one hundred and twenty-five men, the majority of whom are skilled mechanics. The average annual outlay in wages reaches an aggregate of fully sixty-five thousand dollars. The company now manufactures fine automobile bodies, giving this branch of the enterprise precedence over the making of other vehicles, and the output is recognized for invariable superiority,—a fact which has brought the products of the factory into demand wherever automobiles are manufactured within the United States, though the greater part of the output is utilized in Detroit, which is the recognized hub of the automobile industry.

The nucleus of the business of the Detroit Carriage Company was that started by the Rumsey Manufacturing Company, in 1886, and of this company Herman Roehm was president; Henry H. Brown, secretary; and Charles Kellogg, treasurer. William D. Rumsey was likewise one of the interested principals in the company, which engaged in the manufacturing of carriage and buggy bodies and other parts in the white,—that is, to be finished by other manufacturers. The factory was located on Clay avenue, in juxtaposition to the tracks of the Grand Trunk Railroad, and employment was originally given to thirty workmen. The plant was partially destroyed by fire in October, 1889, and in March of the following year the new plant was completed. In 1898 the plant and business passed into the control of the Detroit Carriage Manufacturing Company, as noted in the opening paragraph of this article. The business of the Detroit Carriage Company has grown to large and substantial proportions and the enterprise is one which has enlisted the energies and management of business men of marked aggressiveness and of distinctive energy and progressiveness.

THE AMERICAN BREWING COMPANY.

Continued success is the ultimate criterion of merit and reliability in the industrial world, and the distinctive priority maintained by the American Brewing Company thus stands in evidence of its well authorized claims as one of the leading concerns of the sort in the state of Michigan.

This company was organized in 1890, in August of which year it was duly incorporated under the laws of the state, with a capital stock of fifty thousand dollars. The most patent voucher of the success of the enterprise is that afforded in the fact that in 1906 it was found expedient, in order to meet the demands placed upon the institution, to increase the capital stock to two hundred thousand dollars. The company succeeded to the business of the Exposition Brewing Company, which was organized in 1890, and under the new regime the

interested principals were Edward Stange, Louis Schmit, Gustav Feters, George Sexauer, Conrad Clippert, William Zimmermann, Frederick Kraft, and Anthony and Charles Schmidt.

Immediately after its organization the American Brewing Company purchased four lots at the corner of Medina and Boyer streets, the tract running back a distance of two hundred feet, to the Detroit river. On this property was erected a fine, modern plant, with a capacity for the annual output of fifteen thousand barrels, and in 1904 the capacity was increased to thirty thousand barrels. The trade of the company now taxes this concern to practically its full capacity, and the business is principally confined to Detroit and its environs. The company does no bottling, selling its entire product in the keg and barrel. Employment is given to a force of about forty men, and the average annual outlay in wages aggregates about thirty-five thousand dollars. The executive head and general superintendent and manager of the business is Edward Stange, of whom individual mention is made elsewhere in this volume; the sales department is in charge of Adolph Beckmann; the finances and correspondence are handled under the direction of Arthur S. Feters; and Oscar Lamsens is brewmaster. The plant is equipped with the most modern apparatus, machinery and accessories devised for the business, and this, with the employment of thoroughly trained and skilled workmen, with perspicacious knowledge of all details, insures the finest quality and grade of production, the beer from the company's establishment being recognized for its absolute purity and general excellence. The plant is in every respect a model one. The sanitary provisions are unexcelled, and absolute cleanliness is maintained in every department. The ice manufacturing plant, where ice is made from distilled water only, was added in 1906. This is conceded to be one of the best in the city, and this fact has gained recognition in a most conspicuous sense, as the company has furnished the distilled water ice used in 1907 by the Detroit board of health,

the municipal building and the Bagley fountain, on the Campus Martius.

In 1902 a reorganization of the company was effected, and the officers and board of directors since that time have been as follows: Edward Stange, president; William Zimmerman, vice-president; Leo Taube, treasurer; Arthur S. Feters, secretary; and Oscar Lamsens, brewmaster.

THE DETROIT MOTOR CASTINGS COMPANY.

Under the above title is conducted a prosperous enterprise which adds not only to the industrial prestige of the city of Detroit but also to her marked distinction as the "hub" of automobile manufacturing in the United States, as the products of the concern are to a very large extent utilized in connection with the last mentioned industry.

The Detroit Motor Castings Company was organized in 1906 and was duly incorporated under the laws of the state, with a capital stock of twenty-five thousand dollars. The officers of the company are as follows: Edward J. Roney, president; F. G. Skinner, vice-president; and Jacob C. Danziger, manager. The other interested principals, who were likewise organizers of the company, are: John J. Roney and R. R. Sterling.

The well equipped plant of the concern is devoted to the manufacturing of brass, bronze and aluminum castings for automobile and power-boat use, and the special products are finished parts for gasoline engines and automobile bodies. The business is largely contract work for the larger concerns in the automobile and power-boat manufacturing, and the enterprise has been successful from the time of its initiation.

THE PENINSULAR MILLED SCREW COMPANY.

The rapid industrial growth of Detroit within the past few years has been a subject of much comment and a matter of great satisfaction to the city. Men already prominent in local business affairs have conserved this

progress by giving their capitalistic and executive support to new enterprises, and among the successful industries thus fostered is that represented by the company whose name initiates this paragraph.

The Peninsular Milled Screw Company was organized in 1902, being duly incorporated under the laws of the state, with a capital stock of thirty-four thousand dollars and with the following named stockholders and organizers: Herbert J. Conn, Thornton A. Taylor, William L. Caswell, William E. Currie, John A. Mercier, Ralph B. Wilkinson, Lyle G. Younglove, George Groul, Charles B. Kidder, and August Guerold. Of these Messrs. Taylor and Caswell were men of practical experience in the line of business for the prosecution of which the company was organized. The personnel of the original official corps was as here noted: William E. Currie, president; Ralph B. Wilkinson, vice-president; Herbert J. Conn, secretary; John A. Mercier, treasurer; and Thornton A. Taylor, general manager. In 1903 Messrs. Taylor, Conn and Caswell purchased the interests of the other members of the company, and in the reorganization the following executive offices were assigned: Herbert J. Conn, president; William L. Caswell, vice-president; and Thornton A. Taylor, secretary and treasurer. Under the direction of these officers the enterprise has since been successfully continued. Mr. Conn has the superintendence of the financial affairs of the company; Mr. Caswell is in charge of the manufacturing department; and Mr. Taylor, besides supervising the general office and fiscal affairs of the business, has charge of the purchasing department and is associated with the president of the company in the supervision of the sales department.

The present substantial and modern plant of the company was erected in 1904, and the main building is forty by one hundred and sixty-three feet in dimensions, two stories in height, with a one-story "L," forty by forty-five feet. In 1906 was constructed an addition of one story, forty by one hundred and twenty feet in dimensions. In 1907 was completed a large warehouse. The business at the

start was conducted with headquarters in the old Wilson foundry building, 613 Fort street west, and the present plant is located at 751-755 Bellevue avenue. The buildings are of fire-proof construction, and the interior provisions in this line were installed by the American Fireproofing Company.

The company began operations on a modest scale, at first giving employment to a force of only ten men, and at the present time about one hundred men are employed, about one-half of the number being skilled artisans. The first year's business aggregated only fifteen thousand dollars, and the rapid expansion of the industry is shown in the fact that in 1907 the transactions of the company represented an aggregate of fully two hundred thousand dollars. Ninety per cent. of the products of the factory is sold from the general offices of the company, and the goods are also handled by commission men in various sections. The company manufacture a staple line known as standard set and cap screw studs, nuts, etc., which are carried in stock, also many specialties, embracing all screw-machine products, such as automobile parts, spark-plug shells, universal joints, washers, rollers, clevises, cones, turnbuckles, steel taper pins and planer bolts, milled coupling bolts, malleable-iron thumb nuts and screws, finished and case-hardened nuts, ice calks, etc. All kinds of case-hardening work are turned out in the well equipped factory, and also every description of work turned from solid bars. The trade of the concern is principally in Michigan, Ohio and Indiana, and its business is constantly expanding in scope and in extent of territory.

THE DETROIT STOKER & FOUNDRY COMPANY.

In the line of manufacturing industries it has been repeatedly observed that Detroit bears aloft a high standard and has acknowledged leadership, and on the long list of substantial industrial enterprises which conserve her prestige that conducted by the above named corporation contributes its quota.

This industrial concern was organized and incorporated in November, 1901, under the

name of the Detroit Foundry & Manufacturing Company, with a capital stock of ten thousand dollars and with official corps as follows: President and treasurer, Frank L. Bromley; vice-president, Frank H. Sears; secretary, Alvah H. Leavitt. At that time the company was engaged in the jobbing foundry business, on Atwater street east, between Antoine and Hastings streets. The plant was a small one, with a maximum capacity of from four to five tons of finished castings per day. During 1902 the business was carried on successfully in this small foundry, but the business was necessarily limited, on account of the size of the plant. In 1903 the officers of the company were changed, as follows: President and manager, Frank L. Bromley; vice-president, J. W. Thompson; secretary and treasurer, Charles F. Lawson. The capital was increased from ten thousand to sixty-five thousand dollars and a plat of land fronting on the Grand boulevard, between Russell and Dequindre streets, was purchased. A large and modern foundry building, one hundred by one hundred and eighty-five feet in dimensions, was erected on this land early in 1903, and in this plant the business was carried forward in much greater volume. During the same year the company built a machine shop seventy by one hundred and ninety feet in dimensions, which building was leased to the Detroit Automatic Stoker Company, a concern which contracted for all its grey-iron castings from the Detroit Foundry & Manufacturing Company. This arrangement continued until February, 1905, when the Detroit Automatic Stoker Company sold its entire business to the Detroit Foundry & Manufacturing Company. After the transfers were made the name of the company was changed to that of the Detroit Stoker & Foundry Company and the capital was increased to one hundred and ten thousand dollars. During 1906 Mr. C. F. Lawson resigned his position as secretary and treasurer, and the corps of officers was changed as follows: President and treasurer, Frank L. Bromley; vice-president, J. W. Thompson; secretary, William H. Rea. The manufacture and sale of the Detroit Automatic stoker were

pushed with such success that in 1907 the capital of the company was increased to one hundred and fifty thousand dollars, and the "Detroit Stoker" became favorably known amongst engineers and owners of power plants throughout the entire country.

The Detroit automatic stoker is a patented device, known as a smokeless furnace. It is used in power plants for the purpose of burning the lower grades of bituminous coal under boilers without smoke. The furnace is sold under guarantees as to economy and smoke prevention, and it has proven so satisfactory that the business has almost doubled each year since it was turned over to the present company.

The Detroit Stoker & Foundry Company gives employment to over two hundred and fifty men and fully sixty-five per cent. is represented in skilled labor, while the average annual pay roll shows an expenditure of one hundred and fifty thousand dollars. It has been necessary to build two new additions to the plant during the last two years, in order to take care of the increasing business. The company appreciates the value of the name "Detroit" and is doing everything in its power to make the Detroit Stoker & Foundry Company and the "Detroit Stoker" a credit to the city which has helped so materially in its success.

THE COWLES & DANZIGER COMPANY.

It is a fact uniformly conceded that few cities in the Union offer to manufacturing enterprises so desirable facilities, ready capitalistic support and general fostering care as does Detroit, and within her hospitable walls no legitimate undertaking need lack for appreciative support. One of the later and important manufacturing enterprises established in this city is that conducted by the company whose name introduces this brief sketch.

The company was organized and incorporated in 1901, with a capital of fifteen thousand dollars and with the following named business men as the interested principals: R. R. Sterling, F. G. Skinner, A. A. Cowles, and Jacob

C. Danziger. The original official corps comprised the following: R. R. Sterling, president; F. G. Skinner, vice-president; A. A. Cowles, secretary and treasurer; and J. C. Danziger, manager. The executive officers have since remained as above, save that Mr. Cowles served only during 1901 as secretary and treasurer, being then succeeded by J. C. Danziger, the present incumbent, who also continues as general manager of the business. The company manufacture steel barrels for the use of the gasoline and oil trade, have built up a large and substantial business, and the trade extends throughout the United States and into diverse sections of the dominion of Canada and republic of Mexico. The annual business shows an average aggregate of fully fifteen thousand dollars, and the factory, which is essentially modern in its equipment and facilities, is located on Beaufait avenue. The work in the factory is done principally by compressed-air tools and the products are recognized for their superiority in every practical and technical detail.

THE GORDON-PAGEL BREAD COMPANY.

In every populous community one of the very important lines of industrial enterprise is that which has to do with the production of foodstuffs, and in this branch of manufacturing Detroit is signally favored. Here are to be found concerns whose every effort has been to produce for the use of the consuming public a grade of food requisites of the highest possible standard and prepared under the most perfect sanitary conditions. As standing in exemplification of the truth of the above statements it is but necessary to refer to the establishment of the company whose title initiates this paragraph. An inspection of the plant of the Gordon-Pagel Bread Company, the most modern in the city, can not but compel the observer to recognize that baker's bread may be made thoroughly wholesome and more palatable than is the average domestic product. The absolute cleanliness of the establishment in every department and the strict regard to modern sanitary precautions and provisions, together with the scientific methods employed in

the treatment of the materials used, proves a revelation to one who has not previously familiarized himself with the workings of baking establishments of the highest type.

In 1900 James C. Gordon and William M. Pagel entered into partnership, under the title of Gordon & Pagel, and forthwith established the business which has already grown to be one of the most successful of the kind in the city of Detroit. Mr. Gordon had previously passed about twelve years in the employ of the Morton Baking Company, of this city, and brought to bear in the new enterprise a most thorough experience of a technical order, and Mr. Pagel had conducted a successful retail grocery business for about a decade prior to entering into partnership with Mr. Gordon. The original plant of the firm occupied a small section of the present ample quarters, at the corner of Chene and Hendricks streets, and at the start only two men were employed in the baking department. The members of the firm officiated as their own salesmen and drove their own wagons, realizing that personal application and consecutive industry constitute the basis of success, and having no false ideas as to business dignity when they thus gave themselves to the work in hand. The growth of the enterprise has been most gratifying and has shown the wisdom of their initial and retained policy of operations. Each year has seen the completion of an addition to the plant and the augmenting of its facilities, and at the present time the company occupy premises with a frontage of two hundred and ten feet on Chene street and running back one hundred feet on Hendricks street to the alley. On the southeast corner of the same streets they erected in 1907 a modern stable building, one hundred by sixty feet in dimensions, and this is utilized for the accommodation of their fifty or more horses used in connection with the delivery department of the business. The attractive wagons used in this department number about thirty at the time of this writing.

A brief description of the *modus operandi* of a modern baking plant can not be malapropos in this connection. The first operation is the sifting of the flour, followed by the blend-

ing of the winter and spring wheat varieties; next the flour, weighed to exact proportions, is placed in a mixer, with an equally definite amount of sterilized water, which is heated to the proper temperature indicated by science and experience, which also determine the blending of the two varieties of flour. After the dough is thus prepared in the mixer it is placed in large wooden troughs, scrupulously clean, and later into a machine which weighs with exactitude the amount to be placed in each loaf. This small portion is then run through a kneading machine and shaped for the baking pans, which are then sent to the proving room. The scientific appliances and facilities of this room afford means of obtaining results not possible in the home, and the even temperature maintained insures uniform size and also symmetry in the loaves of bread. From the proving room the waiting loaves are taken to the baking oven, whence is finally turned out the completed product, ready for the consumer and far superior to that secured by old-time methods, according to which chance, unequal temperature, unproven and unequalized grades of flour and inexact proportions gave ever varying results.

The rapid growth of the business of the firm of Gordon & Pagel finally made the incorporation of the concern expedient, and on the 16th of July, 1907, the Gordon-Pagel Bread Company was organized, with a capital stock of seventy-five thousand dollars. Mr. Gordon is president of the company; John W. Zimmerling, vice-president; and William M. Pagel, secretary and treasurer. Brief reviews of the careers of Messrs. Gordon and Pagel appear on other pages of this publication. The equipment of the plant embodies the most modern and perfect appliances pertaining to the manufacture of bread. The buildings are models of sanitary construction, and every possible care is given to delivering to the trade a product perfect in every particular. In maintaining the perfect sanitation of the plant a compressed-air system is employed, in addition to the practically constant application of soap and water, and two men give their entire time and attention to this work. The oven

capacity makes possible the baking of fifty thousand two-pound loaves of bread in a single day; employment is given to a force of about one hundred men; and the annual outlay in wages reaches the notable aggregate of sixty thousand dollars. The output of the establishment is sold entirely at wholesale, and the trade territory is confined to Detroit and its suburban districts.

PHILIP KLING BREWING COMPANY.

The successful enterprise conducted under the above title has been in existence for more than half a century and stands among the leading industries of the sort in the state of Michigan, while its facilities are unexcelled by those of any other of similar order in the city of Detroit.

The business was founded in the year 1856, by Philip Kling, who was one of the pioneers in this field of industry in the city of Detroit, where he still maintains his home, and here he has the distinction of being at the present time the oldest citizen of the Michigan metropolis who has been identified with brewing interests. His reputation and that of the establishment of which he was the founder have alike remained unassailable, and through well directed effort he built up the splendid enterprise whose title perpetuates his name.

The original brewery was located on the site of the present fine plant, and was one of modest order but one which turned out a product of so superior quality as to early gain to it an appreciative and substantial patronage. The standard has never been lowered but rather has been raised by every possible means, so that the business has shown from the start a steady and normal expansion, until it is now one of the largest and most important of the sort in the state, throughout the most diverse sections of which the trade extends. The brewery, which is of the most modern type in all equipments and accessories, is located on Jefferson avenue near Grand boulevard, with a frontage of two hundred feet on the avenue mentioned, and extending back to the Detroit river, by means of which, as well as through railway

connections, the shipping facilities are of the best. The buildings of the plant are substantial brick structures, and in every department the utmost care is given to the maintaining of the most perfect sanitary conditions and to insuring absolute purity of product, so that the output is of a sort that in itself gains and retains trade. The company gives employment to an average force of seventy-five hands. The honored founder of the business, now venerable in years, is living practically retired, and is one of the sterling pioneer business men of Detroit, where he holds a secure place in the confidence and esteem of all who know him. A brief sketch of his life appears elsewhere in this volume.

The Philip Kling Brewing Company was incorporated in 1887, the business having previously been conducted as an individual or partnership enterprise. The personnel of the official and executive corps of the company at the present time is as follows: Josephine Kling, president; August Kling, vice-president and general manager; and Kurt Kling, secretary and treasurer.

THE GIES GEAR COMPANY.

The manufacturing of reversing gears for marine engines of the explosive type has brought this company into wide repute and its products, recognized for simplicity, efficiency and general superiority, are now utilized in all parts of the world where such types of marine engines are in commission. Letters of commendation have been received from leading manufacturers and users of such marine engines to which the Gies reverse device has been applied, and the record of satisfactory service of the gear is practically unparalleled. The Gies Gear Company was organized in September, 1906, when it was incorporated under the laws of the state of Michigan, with a capital stock of seventy-five thousand dollars.

Those interested in the organization of the company were Howard E. Putnam, Bruce H. Wark, Frank G. Gies, Clarence J. Gies, A. F. Gies, and Harry D. Morton. The officers of

the concern are as here noted: H. E. Putnam, president; B. H. Wark, vice-president; C. J. Gies, secretary; and H. D. Morton, treasurer and general manager. The well equipped plant is located at 345-7 Bellevue avenue, where the main building is eighty by one hundred and forty feet in dimensions, one story in height. The foundry building is thirty by fifty feet in dimensions. Of the fifty employes in the establishment fully ninety per cent. are skilled mechanics, and the average outlay in wages each year is thirty-five thousand dollars. The products of the institution find sale throughout the United States and Canada, and the demand extends to Europe, Asia, Africa, South America and every other part of the world where the motor boat is known. The European trade is covered through the agency of The Fairbanks Company, of London. At the headquarters of the company in Detroit the president, Mr. Putnam, has general supervision of the auditing department; Mr. Morton has the management of the purchasing department and general supervision of the business. Within the first ten months after beginning active operations the company turned out three thousand of its patented reversing gears, and the business is constantly expanding in scope and importance. Full information in regard to the products of the establishment may be had by applying to the company's general offices, in Detroit.

THE DETROIT REGALIA COMPANY.

In extent of business controlled and in output capacity this concern ranks third of its kind in the Union, on which score it will readily be understood that it adds its quota to the commercial prestige of Detroit, where its manufactory and general headquarters are maintained.

The enterprise dates its inception back to the year 1891, when operations were instituted by a copartnership, in which the interested principals were James G. Morgan, Emil Puhl, and C. V. Morris. The original firm name was Morgan, Puhl & Morris, and in 1894, so marked had been the expansion of the business

of the firm that it was considered expedient to organize a stock company. This was duly accomplished, and the Morgan, Puhl & Morris Company was incorporated with a capital stock of twenty-five thousand dollars. Under this title the business was successfully continued until 1904, when the company was succeeded by the Detroit Regalia Company, which was incorporated with a capital of fifty thousand dollars, its officers being as follows: Philip Breitmeyer, president; Leon C. Finck, vice-president; and John Gillespie, general manager. The company, with unrivaled facilities, manufactures all kinds of uniforms, regalia and lodge supplies, and its headquarters are maintained in the Palms building, 45-49 Grand River avenue, where five stories are utilized, each fifty by seventy feet in dimensions. In the factory and general sales and office departments employment is given to an average of seventy persons, at an annual expenditure in salaries and wages of fully thirty-five thousand dollars, besides which a corps of able traveling representatives is retained and much employment given in the placing of piece work outside the factory. The company has agencies in all leading cities in the United States and Canada, throughout which its trade extends, and it also has a substantial demand for its products in foreign countries. The company has secured many prizes for its regalia and other insignia, and its products have met with special commendation in the elaborate regalia of the Masonic and other fraternal organizations.

THE KOPPITZ-MELCHERS BREWING COMPANY.

The brewing industry in Detroit is represented most effectively by the finely equipped plant, excellent product and substantial business of the Koppitz-Melchers Brewing Company, which was organized and incorporated in 1890, with a capital stock of one hundred thousand dollars. Those concerned in the organization of the new company were Messrs. Konrad E. Koppitz, Arthur C. Melchers, Herman C. Sachse, and Charles F. Zielke, the first

two mentioned having previously been identified with the Stroh Brewing Company, of this city. Mr. Melchers was elected the first president; Mr. Koppitz, vice-president; and Mr. Zielke, secretary and treasurer. In 1907 Mr. Koppitz became president of the company, succeeding John A. Preston, who died in April of that year, having been president from 1903 and prior to that year having served as treasurer of the company. Ferdinand P. Goettman succeeded Mr. Zielke in the management of the accounting department in 1894, was elected secretary in 1899, and since 1904 has served as both secretary and treasurer. Practically from the inception of the business Mr. Koppitz has had charge of the manufacturing or general brewing department.

The large and distinctively modern plant of the company is located at the corner of Gratiot avenue and Superior street, and the equipment in every department is of the best type. The main brewery building is one hundred and forty feet square, and the building devoted to the bottling department is one hundred feet square. The average annual output is sixty thousand barrels, and the product is sold largely in Detroit and its environs, where the demand for the same is steady and cumulative. The concern pays out annually in wages about sixty-five thousand dollars and employment is given to an average of seventy men. With ample capital and the best of management the company has handled its business with due conservatism and has at all times placed its product at a trade premium in demand, by reason of the fact that absolute purity and proper handling have been demanded in every phase of the work, both mechanical and chemical. The concern has gained a high reputation and controls a large and substantial business.

THE MANUFACTURERS' POWER BUILDING COMPANY.

This company was organized in 1906, in March of which year it was incorporated with a capital stock of twelve thousand dollars, and the personnel of its official corps is as follows: F. G. Skinner, president; Edward J. Roney,

vice-president; and Jacob C. Danziger, secretary and treasurer. The company was formed for the purpose of owning and operating building used by the Detroit Motor Castings Company, the Cowles & Danziger Company, and the Smith Chandelier Company, to which concerns it is practically an auxiliary, its interested principals being connected with one or more of the companies mentioned. Thus the concern exercises important functions and it is a distinct acquisition to the city of Detroit as an industrial and manufacturing center. The allied companies are elsewhere mentioned in this work, in which also appear sketches of the officers noted above.

THE WHITEHEAD & KALES IRON WORKS.

Contributing its quota to the industrial pre-eminence of Detroit and controlling a large and substantial business in its prescribed line of manufacturing, this well known company dates its inception from the year 1899, when the firm of Whitehead & Kales was formed. The firm instituted practical operations in a building at the corner of Randolph and Franklin streets, and from a modest beginning, involving the employment of only twenty-five men, the business has grown year by year until it is now recognized as one of the representative industries of the metropolies of Michigan, having unexcelled facilities and resting on most secure financial and technical foundations. The original firm title was retained until 1905, when the business was incorporated under the laws of the state, as the Whitehead & Kales Iron Works. The capital stock of the company is one hundred thousand dollars and the personnel of the official corps of the institution is as here noted: James T. Whitehead, president and treasurer; William R. Kales, vice-president and designing engineer; and James T. Warner, secretary. The office and plant of the company are located at the juncture of Beecher avenue and the Michigan Central Railroad. Here an ample tract of ground is owned and here are established the substantial and finely equipped modern buildings which constitute the company's plant. The

main building is four hundred and fifty by one hundred and fifty-five feet in dimensions, and the other buildings, including storehouses, are in harmony with the main structure. The best of transportation facilities are afforded by the proximity of the Michigan Central Railroad, with whose lines are connected the four side-tracks constructed on the grounds of the iron works. The company now gives employment to an average force of two hundred persons. The annual pay roll represents an expenditure of about sixty-five thousand dollars, and the trade of the concern now extends throughout the middle west and the Pacific coast sections. Careful management, progressive policies and able technical supervision have made the growth of the enterprise especially rapid and substantial, and its continued expansion along normal channels is assured. The company are builders of structures in steel, including bridges, jails and prisons, and manufacture architectural and ornamental iron work, traveling, gantry and jib cranes, turntables, industrial railways, cars, trolleys, etc., coal-handling plants, iron-ore buckets, tanks, smokestacks and breechings, and turn out all kinds of heavy and light sheet-iron work. Individual mention of the officers of the company is made elsewhere in this volume.

O. WARDELL & SONS.

In the middle '70s Detroit was a city of about one hundred and fifty thousand population and here has been vouchsafed within the intervening years a substantial and normal advancement along material and civic lines, so that at the opening of the year 1908 the city stands as an industrial and commercial center of nearly an half million population. This growth has implied the expansion of the territory of the city to a notable extent, that due provision might be made for the many manufacturing plants and the houses demanded for the accommodation of the greatly augmented number of inhabitants. In this connection a work of great magnitude has been done by the reliable and enterprising real-estate dealers of the city, and through their discriminating ef-

forts marked impetus has been given to this march of progress and industrial development. One of the oldest and best known of the real-estate firms of Detroit is that whose title initiates this paragraph, and as real-estate dealers and auctioneers no concern in the city can claim greater prestige and popularity. The reputation of the concern rests upon the solid foundation of more than thirty-five years of fair and honorable dealings, and the founder of the firm still remains its executive head.

In 1873 Orrin Wardell established himself in Detroit as a dealer in and auctioneer of real estate, and he has since been continuously and prominently identified with this important department of business enterprise. He conducted the business individually until 1882, when his elder son, Charles R. Wardell, was admitted to partnership, under the firm name of O. Wardell & Son. This title obtained until 1887, when the younger son, Fred, was admitted to partnership and the present firm name adopted. The offices of the business were established in the Walker block from the time that the founder entered this field of enterprise in Detroit up to a few months ago, when they removed to 1223 Majestic building. Individual mention of the three members of the firm is made on other pages of this volume.

The priority of the firm of O. Wardell & Sons in the especial function of real-estate auctioneering is best illustrated by the volume of business transacted. Fully seventy-five per cent. of all the real estate sold at auction in Detroit and its environs has been handled by this firm, and among the most important sales may be noted the following: The Eureka Iron Works, at Wyandotte, involving an aggregate of one hundred and forty thousand dollars; the Trumbull avenue holdings of Waldo A. Avery and Michael J. Murphy, two hundred thousand dollars; and the sale of the property of the City Savings Bank for its trustee, the Union Trust Company. The firm also conducted the sale of the furnishings of the Griswold House in 1893, disposing of about sixteen hundred articles within a period of twelve hours, and in 1905 were sold by the

firm the furnishings of two hundred rooms of the old Russell House.

O. Wardell & Sons have made a specialty of the sale of subdivision property, and in this field have done a large and successful business. Their operations have extended into the most diverse sections of the state of Michigan and they are at the present time handling in this line a large business in the city of Cleveland, Ohio. They are members of the Detroit Board of Commerce and the Detroit Real Estate Board, and the interested principals are numbered among the honored and representative business men of the city. The firm has been conspicuously identified with the development and upbuilding of Mount View Park, located at Waterford, Michigan, where about fifteen cottages have been erected and where the colony is also provided with a first-class café service by the authorities in control of the resort. Among the representative citizens of Detroit who have erected cottages in this beautiful park may be mentioned Dr. C. C. Miller, H. F. James, George Hammond, Charles Burton, W. C. Dailey, O. Wardell, and Charles R. Wardell.

THE EKHARDT & BECKER BREWING COMPANY.

A concern of magnitude and with the best of facilities for the prosecution of its special line of industry, this company ranks as one of the leading manufacturers of high-grade beer in Detroit. The company was incorporated in 1891, with a capital stock of one hundred and fifty thousand dollars, and it succeeded to the business of the firm of Ekhardt & Becker, which was formed in September, 1873, and which was in turn the successor of John Koch, who established the Michigan brewery at 244 Russell street. The original plant had a capacity for the output of about ten thousand barrels annually, and the incorporation of the present stock company was brought about to meet the exigencies of the large and constantly increasing business which had been built up by honorable methods and superior product. At the time of the organization of the com-

pany a tract of land was purchased at the corner of Orleans and Winder streets. On the former street the frontage is two hundred feet and on the latter three hundred and fifty feet, so that ample accommodations were afforded for the erection of the fine new plant. The buildings are of substantial brick and stone construction and the plant now has a capacity for the output of fifty thousand barrels a year,—a capacity that is fully tested by the trade demands placed upon the institution. The bottling department is modern in every respect, and the ice plant has a capacity of one hundred and thirty-five tons a day. The product of this establishment is admitted to be of the highest standard of excellence, and the popular appreciation of this fact is shown in the substantial trade controlled. The company gives employment to a force of about fifty men, exclusive of office assistants, and the average annual expenditure in wages is thirty-five thousand dollars. The company is rapidly increasing its scope of operations and its executive and technical principals are men of marked business ability and thorough experience. The brewmaster of the plant, August H. Ekhardt, is one of the youngest in the state and is considered one of the most successful. All departments are in charge of men who have become most favorably known to the trade, and every care is taken to insure absolute perfection of sanitary provisions and purity and evenness of product.

The personnel of the executive corps of the Ekhardt & Becker Brewing Company is as here indicated: August Ekhardt, president; August Voss, vice-president; and William H. Becker, secretary and treasurer. August Ekhardt, William H. Becker and Louis Becker are the managing directors.

THE DETROIT HOIST & MACHINE COMPANY.

This company controls one of the unique industrial enterprises of Detroit and one which has, through its successful operation, contributed in both a direct and collateral way to the prestige of the city as a manufacturing and

distributing center. The company was organized in 1905, as the Pilling Air Engine Company, and the title was later changed to the present form,—the Detroit Hoist & Machine Company. The business was duly incorporated under the laws of the state, with a capital stock of twenty thousand dollars, which was increased to thirty-five thousand dollars in the following year, to meet the demands of the expanding business. The interested principals in the organization of the company were Josiah C. Fleming, of Chicago, who became president of the corporation, and Frank L. Bromley, who became secretary and treasurer. The concern leased a portion of the plant of the Detroit Stoker & Foundry Company, and utilized the same until 1907, when the present finely equipped plant was erected, near Clay avenue, at the crossing of the Grand Trunk Railway, where the company had purchased three acres of ground for the purpose. The company manufacture pneumatic hoists, pneumatic motors for use in connection with the operation of railway cranes, and also other specialties of kindred order. The trade of the concern extends throughout the United States and Canada and the products are of recognized superiority, thus constituting their own advertisement and insuring the continuous growth and the definite solidity of the industry. Employment is given to twenty-five skilled artisans, and the force is certain to be increased from time to time, as the expansion of the business requires. The original officers of the company still retain their respective executive positions, and J. Wilfred Thompson has been added to the list, in the office of vice-president.

THE KOLB-GOTTFREDSON HORSE COMPANY.

With Detroit headquarters at 1093 to 1113 Gratiot avenue, this concern transacts a large and important business as dealers in and commission salesmen of horses and also as dealers in carriages, buggies, wagons, harness, etc. At the establishment of the company auction sales of draft, driving, saddle and farm horses

are held every Thursday and Saturday, at ten o'clock A. M., and private sales are held daily. In the carriage and harness department are handled all kinds of carriages and buggies of the light driving order, and a specialty is made of harness equipment of all kinds, saddlery, and turf supplies, as well as delivery wagons and lumber and dump wagons. The company was incorporated under the laws of the state in August, 1905, with a capital stock of sixty thousand dollars, and it succeeded to the business founded by Jacob Kolb in 1878. Thus the enterprise under the corporate regime was instituted with ample capitalistic reinforcement and a high and well established reputation for fair and honorable dealings. In January, 1908, the business was incorporated, with capital stock of \$150,000. The officers of the company are as here noted: Jacob Kolb, Sr., president; William D. Fox, vice-president; and Benjamin Gotfredson, secretary and treasurer. All of the interested principals are thoroughly experienced in their line of business, being authoritative judges of the values of horses, and the company is the largest concern of the kind in the middle west. In 1907 twelve thousand horses were sold through its agency, and an average of fully thirty-six thousand dollars is paid out annually in wages to employes. In the carriage and harness department an extensive trade also is controlled. The company owns the building occupied, and the same is substantially constructed of brick, is eighty-four by two hundred and twenty feet in dimensions, three stores in height and represents the expenditure of thirty thousand dollars. This fine, modern building, which has the best of equipment throughout, was erected in 1905. The company has an accumulated surplus of forty thousand dollars, and this reserve is being used with due care and conservatism in the expansion of the business. A review of the career of the president of the company appears on other pages of this publication.

THE ENTERPRISE FOUNDRY COMPANY.

Under the above title is conducted one of the thriving and well ordered industrial en-

terprises which contribute to the sum total of the great commercial prestige of the city of Detroit. The business, like many others of this city, was initiated on a small scale, and it has been expanded to an enterprise of large scope and importance, through the ability of the interested principals and through the superiority of the products. The company manufactures gray-iron, brass and aluminum castings, and also does a general jobbing business along the line of its manufactured products, making a specialty of light castings. The industry is the outgrowth of the labors and energies of men practical in the business, and the success which has attended the same is gratifying to note in connection with that of other enterprises which are likewise contributing their quota to the upbuilding of the greater Detroit.

The Enterprise Foundry Company, which well merits its title, was organized in 1896 and was incorporated under the laws of the state, with a capital stock of five thousand dollars. Those concerned in the establishing of the business under these circumstances were George S. Cuddy, Charles W. Carolin and John Goschenhofer, all of whom are practical moulders and foundry men and all of whom had previously been skilled employes at their trade. Relying upon their technical knowledge and their common interest in inaugurating independent business careers, they established the new enterprise, though their capitalistic reinforcement was but limited. The original plant covered three lots, at the junction of Warren avenue and the lines of the Michigan Central Railroad, and operations were started with a force of but eight men. The present plant, located on Warren avenue and the Belt Line, is essentially modern in its equipment and appurtenances, so that the business suffers no handicap in the matter of facilities for the expeditious and effective handling of all work undertaken. The company's buildings now occupy two acres of ground and were erected in 1905-6. They are of reinforced concrete construction, and the pattern building is thoroughly fire-proof. Employment is given to a force of one hundred and fifteen persons, of whom seventy-five

are skilled mechanics, and the aggregate of wages paid out by the concern for the year 1907 is represented in the sum of eighty-two thousand dollars. The output is sold principally in Detroit and a large portion of the work of this finely equipped foundry is turned out on contract. The trade is secure and substantial and is constantly expanding, thus showing that the company's reputation for reliability and high-grade work is amply justified. The capital stock is now thirty thousand dollars, and the personnel of the executive corps is as follows: Frank Smith, president; Emil Van Wanseelee, vice-president; George S. Cuddy, treasurer; and Charles W. Carolin, general manager and sales agent. The president, Mr. Smith, who is a representative real-estate dealer of Detroit, has been identified with the company since 1898, and the vice-president, who is also the mechanical engineer of the concern, became a stockholder and executive officer in 1899. Mr. Cuddy, the treasurer, also has charge of the experimental department, and John Goschenhofer, Jr., is superintendent of the foundry department. The technical ability of the officers of the company, together with their distinctive community of interests, insures continuous success to the enterprise, which is well entitled to representation in this publication.

THE TIVOLI BREWING COMPANY.

In manifold lines of industrial activity has Detroit gained a position of pre-eminence, and here are found represented practically all lines of legitimate business enterprise which any other metropolitan centers can claim. The brewing interests of the Michigan metropolis find a progressive and effective exemplification in the enterprise conducted under the title which initiates this article, and the energized ability brought to bear in an executive way is equalled by the superiority of the product of the concern.

The Tivoli Brewing Company was organized in 1898 and was incorporated under the laws of the state, with a capital stock of one hundred and twenty-five thousand dollars, so

that it is amply fortified in both financial and administrative agencies. The able triumvirate which effected the incorporation was Messrs. Bernhard Verstine, Louis W. Schimmel and Franz Brogniez. The first named is president of the company, but takes no active part in the management of the business, and the other officers of the company at the present time are as here noted: A. James Singelyn, vice-president and treasurer; and Louis W. Schimmel, secretary and general manager.

The plant of the company is one of model type in every detail and is eligibly located on Mack avenue at the corner of Hurlbut street, where two and one-half acres of ground are owned and utilized. The capacity of the institution at the inception of its operations was forty thousand barrels per annum, and the effective generalship of the officers of the concern made the industry distinctively successful from the start, for in no respect is the product permitted to go forth to the trade until the ultimate of excellence has been attained. The result is that the Tivoli beer has been its own advertiser, justifying the old English adage that "Good wine needs no bush," the old custom having been for the English public wine houses to place over the door a bush from some tree as the designating advertisement. Extensive improvements were made at the plant in 1907, including the erection of a new office building, the providing of fine storage cellars and wash house, and the installation of an ice plant of one hundred tons capacity. The buildings are all of fire-proof construction and the plant stands as a veritable model. The output for 1907 was sixty-five thousand barrels, and the product finds its largest demand in the city of Detroit, while the outside trade is increasing with such rapidity as to test the capacity of the institution. Employment is given to an adequate force in each of the various departments. The concern utilizes thirty horses in the work of its delivery department, and the animals are of the best type and kept with utmost care. Thus the teams and wagons of the company attract attention by reason of their superiority. The company also operates one automobile truck, being one of two breweries in the city

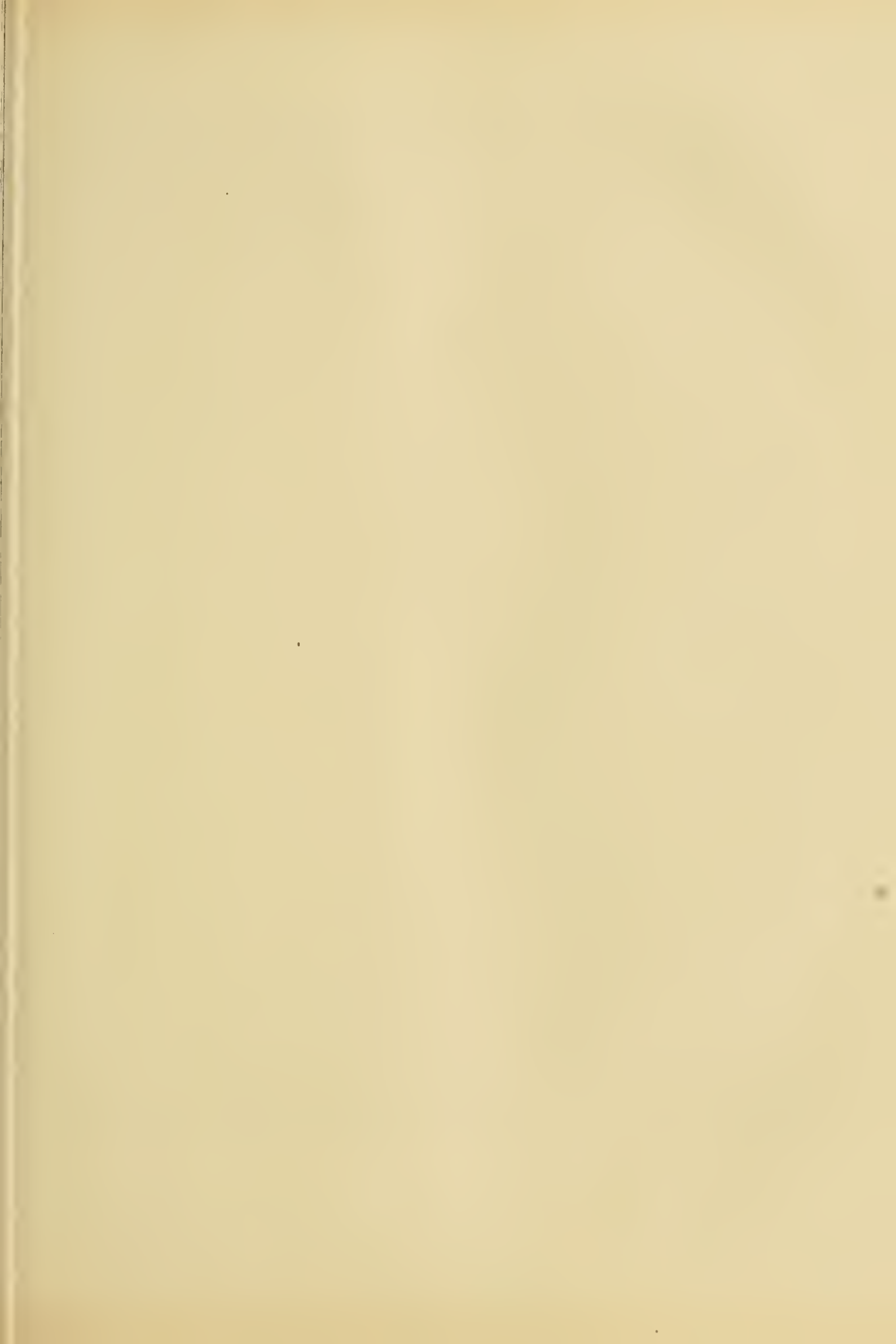
to adopt this modern accessory. The institution has forged rapidly to the front within the decade of its existence and its products are recognized as being unexcelled by those of any other local brewery. The officers in charge are each specially well equipped for the handling of assigned work, and are known as progressive and reliable business men. The vice-president and treasurer, Mr. Singelyn, has supervision of the financial and sales departments of the business; the secretary and general manager, Mr. Schimmel, has charge of the details of manufacture and of the accounting and correspondence department; and Adolph Wandrie, a thoroughly skilled and practical operative, is brewmaster of the concern.

THE INDEPENDENT BREWING COMPANY.

An effective representative of the brewing

interests in the state of Michigan is the company whose name initiates this paragraph and whose business has reached large and substantial proportions. The company was incorporated under the laws of Michigan in 1906, with a capital stock of seventy-five thousand dollars and with the following named organizers: John Coll, William F. Zoeller, William Unruh, George H. Schmitt, August Graunau, Robert Kunze, and Frederick Wentzel. The company forthwith effected the purchase of one acre of ground at the juncture of Springwells avenue and the tracks of the Michigan Central Railroad, and upon this site was erected in the same year the present modern and finely equipped plant, which has a capacity for the output of thirty-five thousand barrels of beer per annum. The most scrupulous care is given to every detail of manufacture, thus insuring a product of maximum excellence.

Department of Biography





Truly,
Olex Lewis

ALEXANDER LEWIS.

A publication of this nature exercises its most important function when it takes cognizance, through proper memorial tribute, of the life and labors of so distinguished a citizen as the late Alexander Lewis, who became a resident of Detroit in the year which marked the admission of Michigan to the Union and who rose to prominence and prosperity through his own well directed efforts. He served as mayor of Detroit in the centennial year of our national independence, he ever stood exponent of the most leal and loyal citizenship, and was a gracious, noble personality whose memory will be long cherished and venerated in the beautiful city in which he continued to make his home until his death, which occurred on the morning of Saturday, April 18, 1908. At the time of his demise he was one of the most venerable and most honored pioneer residents of the fair "City of the Straits."

Alexander Lewis was born in Sandwich, province of Ontario, Canada, on the 24th of October, 1822, and was a son of Thomas and Jeanette (Velaire) Lewis, the former of whom was born at Three Rivers, Canada, and the latter in the locality formerly known as Ottawa, part of which is now the city of Windsor, Ontario. In the agnatic line the ancestry is traced to pure Welsh stock, and the maternal ancestry was of high-class French derivation. The paternal grandfather of the subject of this memoir immigrated from Wales to America about the year 1760, and settled at Three Rivers, Canada, where he passed the residue of his life. Thomas Lewis took up his residence in Sandwich, Ontario, when a young man and there he became a large landholder and an extensive farmer. He was held in unequivocal esteem in the community and exerted much influence in local affairs. He and his wife continued to reside in Sandwich until they were called to the life eternal, and both were devout communicants of the Catholic church. They became the parents of four sons and four daughters, of whom only one is now living, Charlotte P., who is the widow of Henry P. Bridge, of Detroit, where she still maintains

her home. The father was for a time in service as a soldier in the war of 1812.

Alexander Lewis was reared to the age of fourteen years at Sandwich, where his early educational training was secured under the able tutorship of Rev. William Johnson, who was a graduate of one of the colleges in Dublin, Ireland, and who was at the time rector of the Sandwich parish of the Church of England. On the 1st of May, 1837, when about fifteen years of age, Mr. Lewis came to Detroit and secured employment in the general store of E. W. Cole & Company, at the corner of Woodward avenue and Atwater street, in which connection he received in compensation for his services four dollars a month and his board. He remained with this concern about two years, and for the ensuing two years he was in the employ of G. & J. G. Hill, druggists, on Jefferson avenue. At the expiration of the time noted, in 1841, he removed to Pontiac, where he was employed as clerk in a mercantile establishment until 1843, when he returned to Detroit, where he ever afterward continued to make his home. Here he entered the forwarding and commission warehouse of Gray & Lewis, the junior member of which firm was his elder brother, Samuel Lewis. In 1845 he engaged in the same line of enterprise independently, by associating himself with the late Henry P. Bridge, under the firm name of Bridge & Lewis. Their original headquarters were at the foot of Bates street, whence they later removed to the foot of Randolph street. This firm continued operations for nearly thirty years, and in the meanwhile, in 1862, Mr. Lewis established himself in the flour and grain business, on West Woodbridge street, where he continued in active business until 1884. He built up one of the largest enterprises of the sort in the city and in the meantime made judicious capitalistic investments in other lines, so that when, in 1884, he finally retired from the commission trade he found ample demand upon his time and attention in the supervision of his other large and varied interests, though he lived virtually retired after the year noted. He was in his

offices daily until within a very short time before his death, and he kept in close touch with the advances of the day, retaining a vital interest in men and affairs.

Mr. Lewis was a stockholder, and the oldest director at time of death, in the Old Detroit National Bank, one of the strongest in the middle west, and was at one time a stockholder in the Detroit Savings Bank. He was long a valued member of the board of trade, of which he was president for some time. He was a member of the directorate of the Detroit Fire & Marine Insurance Company, was a stockholder of the Detroit Trust Company, and for fifteen years he was president of the Detroit Gas Company. He was the owner of much valuable real estate in the city and was one of Detroit's substantial capitalists.

In politics Mr. Lewis was ever arrayed as a staunch supporter of the cause of the Democratic party, and he rendered effective and valuable service in various offices of local trust. He was a member of the board of police commissioners from 1865 to 1875, and from 1881 to 1887 was a member of the board of commissioners of the public library of Detroit. In 1876-7 he was mayor of the city, and no incumbent of this chief executive office has ever given a more loyal and careful administration. He was a man of distinctive independence and his opinions were always well fortified, as were his convictions invariably based on conscientious motives. Of his service as mayor the following pertinent statement has been previously published: "Mr. Lewis was elected mayor of the city under circumstances of the highest possible honor. The distinct issue in the election was as to whether the laws should be observed, and especially whether the law providing for the proper observance of the Sabbath should be enforced. Mr. Lewis, as the candidate of those who favored law and order, was supported almost unanimously by the religious and moral elements of the community, was triumphantly elected, and fully, squarely and repeatedly opposed the violation of law, successfully carrying out the ideas of those who elected him."

Mr. Lewis was a communicant of the Cath-

olic church, in whose faith he was reared, and the other members of his family are identified with the Protestant Episcopal church. When he was summoned to the life eternal there came from every side marks of appreciation and sorrow, but even to those nearest and dearest to him in his ideal domestic relations there must remain a large and perpetual measure of compensation and reconciliation in having so closely touched his beautiful and useful life, which was prolonged far beyond the span allotted by the psalmist. The following editorial appeared in the Detroit Free Press at the time of his death, and is but one of many similar utterances of appreciation: "The meager number of Detroit ex-mayors is diminished by one in the death, full of years, of Alexander Lewis. There was nothing in his entire career out of harmony with what one might expect in a man who had been elevated by his fellow citizens to the position of the first gentleman of the community. In varied activities he had touched success at many points, and this generation knew him as one whose life exemplified a beautiful content with the many honors fate had bestowed upon him and whose character exemplified a symmetrical development, in which culture and polish had not weakened qualities of strength and force. The social side of Mayor Lewis was unusually attractive. A natural graciousness in manner and mind marked his intercourse with his associates. The affection entertained for him was of marked warmth and sincerity. The public spirit that caused his designation for many of the highest municipal responsibilities showed slight diminution with length of years. What type can inspire a higher incentive for imitation in those of younger years than the successful, public-spirited, admirable, unusual type to which this excellent and universally respected old gentleman belonged?"

On the 10th of June, 1850, was solemnized the marriage of Mr. Lewis to Miss Elizabeth J. Ingersoll, who was born in the state of New York, whence she came to Detroit with her father, Justus Ingersoll, who became one of the influential business men of this city. Mrs. Lewis died on the 4th of January, 1894. She

was a woman of gentle and gracious attributes and was beloved by all who came within the sphere of her influence. Of the thirteen children of Mr. and Mrs. Lewis, seven are living. Edgar L. is now engaged in business in the city of Boston; Josephine is the wife of Clarence Carpenter and they reside at Colorado Springs, Colorado; Harriet I. is the wife of Cameron Currie, of Detroit; Henry B. is a representative business man of Detroit, and is individually mentioned on other pages of this publication; Julia Velaire is the wife of Spencer Penrose, of Colorado Springs; Marion Marie is the wife of W. Howie Muir, of Detroit; and Alexander I. is secretary and treasurer of the Newland Hat Company, of Detroit.

THE LEDYARD FAMILY.

The Ledyard family, which has had distinguished representation and recognition in Detroit, is one of distinctively patrician lineage, both direct and collateral, and the name is one which has been prominent and honored in the annals of the nation.

HENRY LEDYARD, the first to become a citizen of Detroit, of which city he was one of the early mayors, was born in the city of New York, on the 5th of March, 1812, and was a son of Benjamin and Susan French (Livingston) Ledyard. His grandfather, who likewise bore the name of Benjamin Ledyard, was major of a New York infantry regiment in the war of the Revolution, in which he rendered yeoman service, and after the close of the great struggle for independence, he became one of the organizers of the New York body of the historic Society of the Cincinnati, composed of those who had served as officers in the Continental armies. His cousin, Colonel William Ledyard, likewise was a valiant soldier of the Revolution and was in command of Fort Griswold, at Groton, Connecticut, at the time of the memorable massacre of the garrison by the British, in 1781. There he met his death through the treachery of an English officer.

BENJAMIN LEDYARD (2d), father of Henry Ledyard, was a representative lawyer and in-

fluent citizen of New York city, where he continued to reside until his death, as did also his wife, who was a daughter of Brockholst Livingston, a member of the distinguished New York family of that name. Brockholst Livingston was graduated in Princeton College in 1774, served as aide-de-camp to General Schuyler and General Alexander Hamilton, and in 1778 was commissioned lieutenant-colonel. After the close of the Revolution he was engaged in the practice of law in New York city until 1802, when he became one of the associate judges of the supreme court of the state. Of this office he remained incumbent until 1807, when he was appointed an associate justice of the supreme court of the United States, and he remained a member of this distinguished tribunal until his death, in 1823. He was a son of William Livingston, third son of Philip Livingston, who was the second lord of the historic manor of Livingston and whose eldest son was the third and last lord of this manor, in the state of New York; the second son, Philip, was one of the signers of the Declaration of Independence. William Livingston was graduated in Yale College in 1741, became a member of the Middle Temple, London, England, in the following year; in 1759 he was representative of the Livingston manor in the colonial assembly of New York; in 1772 he removed to New Jersey, which he represented in the colonial congress in 1774-5, being recalled from that body on June 5th of the latter year to take command of the New Jersey forces, as brigadier-general. In 1776 he was made governor of New Jersey, and he retained this dignified incumbency with high honor and ability until his death, in 1790.

Henry Ledyard was afforded the best of educational advantages of a preliminary order and in 1830 was graduated in Columbia College, New York city. He soon afterward entered upon the practice of law in the national metropolis, and he continued in the work of his profession until General Lewis Cass, second governor of Michigan, was appointed minister to France, whither Mr. Ledyard accompanied him, as an attache of the legation. The culture and genius of Mr. Ledyard made him

specially eligible for diplomatic preferment, and in 1839 he became secretary of the legation. In 1842 he was made incumbent of the office of charge d' affaires of the same legation, and of this position he continued incumbent for two years. On the 19th of September, 1839, was solemnized his marriage to Matilda Frances, daughter of General Cass.

In 1844 Mr. Ledyard returned to the United States and took up his residence in Detroit, where he continued to make his home for nearly a score of years and where he was a distinguished figure in civic and social affairs and public life. He was one of the founders of the State Bank, in 1845, and in the following year he became one of the promoters and first trustees of Elmwood cemetery, of whose governing body he was secretary for many years. In 1846-7 he was a member of the board of education, in which connection he rendered noteworthy service in improving the public-school system of the city. In 1848 he became one of the promoters and incorporators of the first plank-road company organized in the state, and for many years afterward he was a director of various corporations of kindred order,—all of which were effective agencies in providing better means of communication between Detroit and the interior sections of the state. In 1849-50 he was a member of the board of aldermen, and he became a member of the first board of water commissioners, on which he served from 1853 to 1859. In 1855 his fellow citizens in Detroit gave him the highest honor offered by the municipal government, since he was then elected mayor of the city, by a gratifying majority. In 1857 he was elected a member of the state senate. This position he resigned soon afterward for the purpose of accompanying General Cass to Washington, the latter having been appointed secretary of state under the administration of President Buchanan. Mr. Ledyard remained in the national capital until 1861, when he removed to Newport, Rhode Island, which continued to be his home until his death. In 1880 he made a visit to Europe, where he remained for but a short time, as his death occurred, in the city of London, on the 7th of June, 1880.

Mr. Ledyard was a man of distinguished and

courtly presence, representing well the gracious old regime, and his ideals in all lines were of the most exalted order. He was the friend of humanity and did much to relieve distress and suffering and to support worthy objects of charitable and benevolent order. In Newport, Rhode Island, he continued to give potent manifestation of the generous attributes of his character, and it was chiefly through his efforts that the fund was raised for the establishment and maintenance of the Newport hospital. In a sketch of his career appearing in Farmer's History of Detroit and Michigan, a concluding paragraph offers the following pertinent statements: "Although a great sufferer during the later years of his life, his zeal for the welfare of others showed no abatement. No considerations of personal discomfort or inconvenience deterred him from his active efforts of benevolence. He was a daily visitor at the hospital which he had established, and many a sufferer within its walls gained renewed hope and life from his tender sympathy and cheerful words of encouragement. It was said of him that his presence in the hospital was felt as a benediction. A great lover of books and possessed of a fine and critical literary taste, he was an earnest advocate of the usefulness of public libraries as a means of education for the people, and for many years he took an active interest in the management of that venerable institution in Newport, the Redwood library, of which he was at one time president. In works such as these the last twenty years of his life were passed."

Henry and Matilda Frances (Cass) Ledyard were the parents of five children, of whom four are living: Elizabeth Cass Ledyard was born in Paris, October 1, 1840, was married at Newport, Rhode Island, April 9, 1862, to Francis Wayland Goddard. The latter died, in Boston, May 16, 1889. Mrs. Goddard is now living in Colorado Springs, Colorado. Henry B. Ledyard, was born in Paris, February 20, 1844. Susan Livingston Ledyard, born in Paris, February 20, 1844, was married August 20, 1872, to Hamilton Tompkins, of Newport, Rhode Island; she died in 1873. Lewis Cass Ledyard, of New York, senior member of the legal firm of Carter, Ledyard

& Milburn, was born in Detroit, April 4, 1850. He married Gertrude Prince, of Boston, April 11, 1878. Mrs. Ledyard died in 1905, and in 1906 Mr. L. C. Ledyard was married the second time, to Isabelle Henning Morris. Matilda Spencer Ledyard, born May 27, 1860, in Washington, is now living in London. Mrs. Ledyard died in London on the 16th of November, 1898. Both she and her husband were zealous communicants of the Presbyterian church.

HENRY BROCKHOLST LEDYARD, who has maintained his home in Detroit since 1872 and who has well upheld the prestige of the honored name which he bears, was the second in order of birth of the children of Henry and Matilda Frances (Cass) Ledyard. Few names in the United States have been more conspicuously and potently identified with the history of railroad building and operation than has that of Henry B. Ledyard, who retained the presidency of the Michigan Central Railroad Company for the long period of twenty-two years and who is now chairman of its board of directors.

Henry B. Ledyard was born in the city of Paris, France, on the 20th of February, 1844, at which time his father was secretary of the United States legation in the French capital. A few months after his birth his father returned to America and took up his abode in Detroit, where the son was reared to years of maturity, so that he naturally retains a deep affection for the fair city in which many years of his life have been passed. Here he was afforded the advantages of the excellent preparatory school of which the late Washington A. Bacon was the head, and in 1859 he was matriculated in Columbian College, Washington, D. C., where he remained a student for two years, at the expiration of which he entered the United States Military Academy, at West Point, to which he had been appointed as a cadet at large, by President Buchanan. He entered the institution on the 1st of July, 1861, and was graduated on the 23d of June, 1865, having thus been in this institution during practically the entire period of the civil war. On the day of his graduation, by two different commissions, he was appointed second

and then first lieutenant in the Nineteenth United States Infantry. His first assignment was to Fort Wayne, near Detroit, and thence he accompanied his regiment to Augusta, Georgia, with recruits. During October and November, 1865, he was in service at Newport Barracks, Kentucky. From November 20, 1865, to September 6th of the following year, he was quartermaster of his regiment, and he thereafter held the same office with the Third Battalion until the 2d of November. In March, 1866, he accompanied his command from Kentucky to Little Rock, Arkansas, where the regiment was engaged in frontier service until the following September, though in the meanwhile he had been assigned to duty in charge of Confederate prisoners at Columbus, Ohio, from June 15th to July 10th. He then returned to Little Rock, and for a time he served as chief commissary of the Department of the Arkansas. From October, 1866, until the following February he was at Fort Leavenworth, Kansas, having been transferred to the Thirty-ninth Infantry, of which he served as quartermaster. February 25, 1867, he was transferred to the Fourth Artillery, and in this connection he served on General Hancock's staff, as acting chief commissary of subsistence of the Department of the Missouri, being actively identified with an expedition against hostile Indians. In October, 1867, Mr. Ledyard was ordered to West Point as assistant professor of French, and in the following year he rejoined his battery, at Fort McHenry, Maryland.

When, in 1870, a reorganization of the army was made, he secured a six months' leave of absence, under the advice of General Sherman, and then entered the engineering department of the Northern Pacific Railroad, which was then under construction. This change, prompted by the belief that his chances for promotion in the army were at that time very uncertain,—in which belief he was upheld by his former superior officers, General Reynolds and General Hancock,—led him into the field in which he has attained so much of prominence and success. James F. Joy, of Detroit, an old-time friend of his father, was at that time one of the foremost figures

in the railroad world, being president of the Michigan Central, the Chicago, Burlington & Quincy, and several other railroads in the central and western states. To Mr. Joy Mr. Ledyard made application for a position, and he was given a subordinate position as one of the lower clerks in the office of the division superintendent of the Chicago, Burlington & Quincy Railroad, in Chicago, whose service he entered in July, 1870. In the following November he resigned his commission in the army and received his honorable discharge. In 1872 he was appointed assistant superintendent of the Chicago, Burlington & Quincy Railroad, and in the following year he became division superintendent of its Eastern division, with headquarters at Chicago. In October, 1874, at the request of Mr. W. B. Strong, who was then appointed general superintendent of the Michigan Central, Mr. Ledyard came to Detroit as assistant general superintendent of the Michigan Central, with headquarters in Detroit, and in the following spring assumed in addition the duties of chief engineer. In 1876, upon Mr. Strong's resignation, he succeeded to the position of general superintendent, through the kindly appreciation of Mr. Joy, to whom he has ever ascribed much of his success and advancement in his chosen field of endeavor. In 1877 Mr. Ledyard was made general manager of the Michigan Central, and in 1883, upon the retirement of William H. Vanderbilt, he was elected to the presidency of that great corporation. This office he retained continuously until January, 1905, when, in view of the consolidation of the Michigan Central with other lines in what is known as the New York Central System, he felt justified in tendering his resignation, which was accepted, but the directors of the company were unwilling to give up his services and unanimously requested that he take the position of chairman of the company's board of directors, which he consented to do, and which position he still holds. The great system of the Michigan Central, a model in its facilities and service, owes its upbuilding to its present high efficiency to no one man in so great a degree as to Henry B. Ledyard, whose technical and administrative abilities were given to its work with un-

abating zeal and prolific energy. His record is a virtual history of the road during his connection therewith, and it is, as a matter of course, impossible to enter into details within the compass of a sketch of this province. Incidentally, however, it should be stated that his efforts in this connection have had a great and significant influence in furthering the industrial and civic advancement of Detroit, which city owes to him a debt of perpetual gratitude and honor, though his own instinctive reserve and modesty would never claim aught in this direction. This personal reserve, a sign of distinctive power in his case, has not been such as to create antagonisms among his associates and subordinates in the operations of the great railway system of which he was so long the head. His loyalty has begotten the same, and stockholders, officials and employes of the Michigan Central have the warmest and most appreciative regard for the man as well as the executive.

Mr. Ledyard is also a member of the board of directors of the Pere Marquette Railroad, a director of The Peoples State Bank, of Detroit, and chairman of the board of directors and of the executive committee of the Union Trust Company of Detroit, an office which he assumed in the spring of 1908, notwithstanding the exactions of his other heavy executive duties; he is also one of the trustees of Elmwood cemetery, an office held by his father over fifty years ago. In politics he is a supporter of the old Democratic party, and he is a communicant of the Episcopal church, being one of the wardens and also chairman of the finance committee of Christ church. A man of spotless business and personal reputation, a loyal and public-spirited citizen, he is honored and admired in the city in which he has so long made his home.

On the 15th of October, 1867, he was married to Mary L'Hommedieu, of Cincinnati, daughter of the late Stephen L'Hommedieu, who for more than a quarter of a century was president of the Cincinnati, Hamilton & Dayton Railway, of which he was the projector. Mrs. Ledyard died in Detroit, March 30, 1895, leaving four children surviving her: Matilda Cass Ledyard was married in 1897 to Baron

von Ketteler, of Berlin, Germany, at that time the German minister to Mexico, and afterwards minister to China, where he was murdered in the Boxer uprising, in Peking, in 1900; Henry is a lawyer of Detroit; Augustus Canfield, the second son, was killed in action in the Philippines, as first lieutenant of the Sixth United States Infantry, on the 6th of December, 1899; and Hugh is a recent graduate of Yale University.

GEORGE PECK.

More than half a century ago George Peck established himself in the dry-goods business in Detroit, and for many years he was numbered among the leading merchants of the city, even as he remains to-day one of its representative citizens and honored pioneers. His capitalistic interests are wide and varied and as a man he is broad-minded, liberal and public-spirited. Self aggrandizement has not hedged him in and his name is known in the wide realm of practical philanthropy and judicious charity. His influence has definitely permeated the civic and business life of the fair "City of the Straits," and it is in justice due that recognition be accorded him in a publication of the province assigned to the one at hand.

The name borne by the subject of this sketch has been indissolubly linked with the annals of American history from the early colonial epoch to the present, and the family was founded in New England, where was cradled so much of the history of our great republic. The original American progenitor was William Peck, who had been a resident of London, England, and whose religious views had gained to him enmity and persecution, so that he sought the boon of liberty by immigrating to America, where he made his advent in the year 1638. In the following year he became one of the founders of the colony of New Haven, Connecticut, being associated with Governor Eaton, Thomas Buckingham, Rev. John Davenport, and other sterling characters in establishing the new colony, in which he became a prominent and influential citizen. From this worthy ancestor George Peck is a direct descendant in the eighth generation.

George Peck was born on the paternal farmstead in the town of Lyne, New London county, Connecticut, on the 5th of November, 1834, and is a son of George R. and Elizabeth (Lee) Peck, both of whom were likewise natives of the state of Connecticut, where they passed their entire lives. The father was a farmer by vocation and grappled vigorously with the rocky and rebellious soil so typical of the farms of that section of New England. He provided well for his family, but was not able to accumulate more than a nominal competency. The subject of this review was reared to the sturdy discipline of the farm, to whose work he early began to contribute his quota, and his rudimentary education was secured in the district school, after which he continued his studies in Essex Academy, at Essex, Connecticut. Through an accident he partially lost the use of his left arm and was thus compelled to seek other employment than that in connection with farming. On the 23d of August, 1850, when but fifteen years of age, he secured a position in the dry-goods store of John B. Wells, of Utica, New York, beginning at the foot of the ladder and gradually winning promotion, through fidelity and careful attention to business. He was finally offered an interest in the business but in the winter of 1856-7 his health became so impaired as to necessitate the resignation of his position. This contingency led to his coming to the west, and he passed some time in traveling in Illinois, Wisconsin, Minnesota and Iowa, for the purpose of recruiting his physical energies. He returned to Utica, New York, and there entered into a partnership with James W. Frisbie, with whom he was associated in the opening of a retail dry-goods store at 167 Jefferson avenue, Detroit. The firm successfully weathered the great financial storm which swept the country in that year, leaving a trail of business disaster, and Messrs. Peck and Frisbie continued to be associated in the enterprise noted for a period of three years, at the expiration of which the partnership was dissolved.

Mr. Peck forthwith established himself individually in the same line of business, opening, on the 1st of November, 1860, a well equipped dry-goods store at 137 Woodward

avenue. He thus initiated operations at a climacteric period in the history of the nation, as the war of the Rebellion was soon precipitated on a divided country, causing great financial unrest and irregularities. With courage and conservatism Mr. Peck carefully continued his business, and after the era of high prices incidental to the war, was ushered in, his success became assured, and he became one of the most substantial merchants of the city, building up a large and prosperous business, in which he continued until February, 1887, when he retired, on account of failing health. In October, 1871, he removed to large and attractive new quarters at 155-7 Woodward avenue, and there his establishment gained great popularity and favor as one of the leading dry-goods houses of the state. Its patronage was of distinctively representative character and its reputation was ever of the highest.

Having acquired a competency through his well directed efforts, Mr. Peck made judicious investment of his capital after his retirement from the dry-goods trade, and for many years he has been a prominent and influential figure in the banking business of the Michigan Metropolis. He has been president of the Michigan Savings Bank since 1880, and his executive policy has made this one of the strong financial institutions of the state. He is president of the Edison Illuminating Company, and is a member of the directorate of the Detroit Fire & Marine Insurance Company and also that of the Detroit Trust Company, and the Michigan Mutual Life Insurance Company.

In politics Mr. Peck has always given a stalwart allegiance to the Republican party, and while he has shown a deep interest in public affairs, especially of a local order, he has never had aught of inclination for official preferment and has never permitted his name to be used in connection with candidacy for public office, or any other office. He is numbered among the prominent members of the First Presbyterian church, and he was one of its trustees for twenty-one years. In the field of philanthropy and practical charity Mr. Peck has exerted a most beneficent influence, and one of his dominating interests is in connection with the maintenance of the Protestant Orphans' Home,

one of Detroit's most noble eleemosynary institutions. He is financial agent of the same and in addition to making most liberal contributions in its support he is active in the administration of its affairs and keeps in close touch with its little wards, to whom he accords a deep affection, which is fully reciprocated.

On the 28th of October, 1858, was solemnized the marriage of Mr. Peck to Miss Sarah F. Butler, daughter of Samuel F. Butler, who was for many years one of the representative citizens of Grand Rapids, Michigan, of which city he was an honored pioneer. Mrs. Peck was summoned to the life eternal on the 14th of February, 1872, and is survived by three children,—Julia E., Minnie F., and Barton L.

In studying a clean-cut, sane, distinct character like that of Mr. Peck interpretation follows fact in a straight line of derivation. There is small use for indirection or puzzling. His character was moulded through struggle and is the positive expression of a strong nature. He has made his life count for good in all its relations and his name merits an enduring place on the roster of the honored pioneers of Detroit and the state of Michigan, both of which he has dignified by his life and services.

JOHN J. BAGLEY.

Graven deeply and with marked distinction on the history of the state of Michigan are the name and works of John J. Bagley, of Detroit. He stood as an honored member of a striking group of men whose influence in the social and economic life of the nation was of most beneficent order. It is easy to attribute the elements of greatness to any man who has been in the least conspicuous in public affairs, but in the perspective of years each presentment assumes its true value and an unequivocal verdict may be rendered. The fair fame of Governor Bagley rest on the firm basis of work accomplished and honors worthily won, and in studying his clear-cut, sane, distinct character, interpretation follows fact in a straight line of derivation. His character was the positive expression of a strong and loyal nature, and the laurels of high personal accomplish-



Mr. D. Bagley

ment were his, as well as the honors of a worthy ancestry.

John Judson Bagley was born at Medina, Orleans county, New York, on the 24th of July, 1832, a son of John and Mary M. (Smith) Bagley, the former a native of Durham, Greene county, New York, and the latter of Connecticut. His grandfather, who likewise bore the name of John, was born in Candia, New Hampshire, a scion of the Bagley family who came from England to America early in the seventeenth century. The maiden name of the paternal grandmother of the subject of this memoir was Olive Judson, and she was a daughter of Captain Timothy Judson, a patriot soldier in the war of the Revolution and a descendant of William Judson, who immigrated from Yorkshire, England, in 1634, and lived at Concord, Massachusetts, for a few years; thence he removed to Stratford, Connecticut, becoming one of the first settlers of that town. Soon after the close of the Revolution Captain John Bagley, in company with his young wife, removed to Durham, New York, where he purchased land on the eastern slope of the Catskills. From that locality his son John, father of John J., removed to Medina, New York, and finally he located in Lockport, where he gained recognition as one of the wealthiest and most influential men in the central part of the old Empire state. His home was one of refinement and his devoted wife, who was a woman of more than average attainments, reared her children with great discrimination and care. The Bagleys were always active communicants of the Protestant Episcopal church, and it was the wish of his mother than John J. should enter the ministry. The Governor later in life became a Unitarian, and was a member of that church when he died. Business reverses, resulting from no fault of his own, wrecked the fortunes of the father, and he decided to move westward, where he hoped measurably to retrieve his losses. When the future governor of Michigan was but six years of age the family came to this state, and after a few months they settled at Constantine, where the father continued in the tanning business, with which he had

been identified in Lockport. The family were now in moderate circumstances and thus the subject of this sketch early began to assist in the support of himself and the other members of the family circle. His first employment was in a country store in St. Joseph county, and thereafter he lived for a time in the home of Dr. J. B. Barnes, of Owosso, where he was enabled to attend school. His parents also removed to Owosso a short time afterward. When fourteen years of age John J. Bagley left the store in which he had been employed in Owosso and came to Detroit, in search of a business engagement. He secured a situation with Isaac S. Miller, a tobacconist, with whom he remained until he was twenty-one years of age, when he was enabled to engage in business for himself, by starting a manufactory of tobacco on Woodward avenue, below Jefferson avenue. This venture proved eminently successful, and the growth of the enterprise was most rapid, necessitating the securing of more ample quarters from time to time. In 1867 it controlled a vast volume of trade and Mr. Bagley was still the dominating force in its management and control.

Prior to the civil war Mr. Bagley had foreseen the coming inflation of prices and he made the heaviest possible investments in tobacco, so that when the prices finally advanced by leaps and bounds, he realized large profits on his wise investments. With the accumulation of wealth he did not, however, rest satisfied with the single, though extensive industry in which he was concerned. His enterprising nature urged him into scores of ventures, all of which, with a few minor exceptions, proved profitable. He was one of the original stockholders and president of the Detroit Safe Company, a stockholder in the Detroit Novelty Works, an incorporator of the Wayne County Savings Bank, a stockholder in the Wetherbee Wooden Ware Company, a partner in the Perkins tobacco factory, in Boston, and interested in various other industrial concerns. He was vice-president of the American National Bank of Detroit, and was for some time president of the Michigan Mutual Life Insurance Company.

By very nature Mr. Bagley was destined to become a leader in public thought and action. His father was a Democrat, but his own independence of thought prevented him from gaining his opinions by inheritance. He was a Whig from the beginning and identified himself with the Republican party at the time of its organization. Shortly after he engaged in independent business in Detroit he was elected a member of the board of education. After the completion of his term he was chosen a member of the city council, and here also he became a distinct power for good. His pronounced executive ability at once gave him a mastery of public work and party machinery, and long before he was called to a state office he was a recognized leader in the councils of his party in the state. During his membership in the city council he came to a realization of the necessity for a radical reform in the police system of Detroit, and he lost no time in securing co-operation and in drafting a plan for the organization of the present metropolitan police system of Detroit. With the draft of the law he proceeded to Lansing, and he worked earnestly and zealously until it was passed by the legislature. He was made one of the first board of police commissioners and as such did the greater part of the work in organizing the department and perfecting its plant of operation and work. Mr. Bagley remained on the police board until 1872, when he received the Republican nomination for governor of Michigan, to which office he was elected by the significant and overwhelming majority of fifty-seven thousand votes,—a distinct testimonial to his personal popularity and the confidence reposed in him. In 1874 he was re-elected, by a much decreased majority,—a result of ordinary political exigencies, as that year stood for Democratic victories throughout the entire country.

As governor Mr. Bagley brought to bear the same intelligent force that had made his business ventures successful, and his administration was remarkable for its active interest in the state institutions. He personally investigated every asylum, college and other state institution and brought about many beneficent

changes in management. No governor of Michigan ever surpassed him in the improving of the penal and charitable institutions of the state. He had long been a student of prison methods, knew their defects and was able to suggest many needed reforms. He devoted much time to juvenile offenders and dependent children, and he was instrumental in establishing local agencies to look after children charged with crime; thereby much wrong and suffering were prevented. He gave much time and attention to perfecting and expanding the work of the school for dependent children, which had been founded by his predecessor, and at the Centennial Exposition, in 1876, few educational exhibits excited so much attention as the exploitation of this great charity, given by his procurement at the exposition. Within his administration measures were taken to enlarge the state provision for the insane. The reform school for boys was changed from a close prison to a refuge and thereby became a far more effective factor for reform and encouragement of youthful malefactors. In the various changes which Governor Bagley instituted in the treatment of unfortunates of all orders, the most prominent feature was the broad and constant sympathy which he manifested. His heart was tender and he was ever moved deeply by all forms of suffering. Concerning him the following pertinent statements have been given: "His habit of keeping in mind the moral and social bearings of all his public conduct was his most prominent characteristic. Few men with his ardent temperament and ready sympathies could have been safely trusted with the control of school and prison management and social reform. But while he was an undoubted enthusiast, his careful business habits and experience saved him from rash action, and he never lost his head. His state papers were models of excellence and in clear, concise and forcible diction gave his views on the issues and affairs of the day. His speeches, and they were many, were always felicitous and delivered in a manner that appealed to the intelligence of his auditors. His administration was in all respects creditable, and particularly so for the care given to the

charitable and other public institutions. He took a lively interest in the educational advancement of the state and obtained liberal appropriations for the university and other general establishments. Outside of his official acts relative to the university, he personally donated to it many rare and costly books, and also had made and gave in facsimile a complete set of all the coins and medals ever minted by the United States government. He was careful and exact in the duties of chairman of the state boards, and his knowledge of business economics suggested various improvements whereby money was saved without parsimony. It was he who suggested the idea of the centennial tree-planting, since followed in so many other states, and his suggestions in this connection rang with true patriotism and appreciation."

Governor Bagley left the public service with the respect of all classes of citizens and a well earned reputation: his administration ranks with the best. He was the choice of the people for the United States senate, on the death of Senator Zachariah Chandler, but the governor of the state at that time failed to respond to the popular call, and in the regular election which followed, Mr. Bagley was defeated for the senate by perfidy among the ring politicians of the state which he had honored and dignified by his generous and able services as governor. It can not be doubted that this lack of loyalty on the part of those whom he had considered his friends, had a decided influence in hastening the death of Governor Bagley, in the following winter. He visited California in the hope of restoring his health, but in spite of the best medical skill obtainable and the tender ministrations of a loving and devoted wife, he passed away, in San Francisco, on the 27th of July, 1881, mourned by all who knew him, honored by all who admire justice and integrity, and secure in a fame that is a part of the history of our nation. In Detroit the people felt a sense of deep personal bereavement, and this was shown most significantly when here occurred the funeral of the honored dead on the 7th of August. Rich and poor, high and low, civilian and soldier,—all assembled to do

reverence to the great, noble heart which had been stilled in death.

In 1889 there was erected on the Campus Martius, in Detroit, a bronze bust of Governor Bagley, and on the granite pedestal of the same appears the following inscription: "From the people, in grateful remembrance of John J. Bagley." On the Campus Martius is also erected a beautiful memorial fountain, given to the city by the members of the Bagley family.

Governor Bagley married Miss Frances E. Newbury, daughter of Rev. Samuel and Mary Ann (Sergeant) Newbury, of Dubuque, Iowa. The influence of this gracious and cultured woman in the career of Mr. Bagley was one of the most grateful and hallowed order, and the home life was ideal in its every characteristic.

Governor Bagley was a liberal contributor to the benevolent institutions of the state, not only in gifts of money but also of time and counsel when they were more important than money. He aided in many ways the cause of religion, in which connection his generosity knew no creed. His benevolence was a constant and unwearied desire to contribute to the happiness of all who came within the sphere of his influence. He had a high sense of his stewardship and of the responsibilities which wealth imposes, but the great, tender heart of the man is the basis of the love and veneration in which his memory is held in the state and city to whose civic and industrial progress he contributed so generously.

WILLIAM C. McMILLAN.

The man himself and the prestige that was his as a representative of one of the best known and most distinguished families of the state of Michigan and more specifically of the city of Detroit, render it a scientific historical necessity that in this work be incorporated at least a brief review of the life of this eldest of the sons of the late Senator James McMillan, to whom personal tribute is paid on other pages of this work.

It may be said with manifest consistency that the father of William C. McMillan was a great man, and the annals of our essentially

democratic nation have shown that not always has it been a privilege for a son to stand in the shadow of such greatness. With the subject of this sketch, however, there was no such handicap: he had the intrinsic strength and ability to emerge from the shadow, even had there been one, and through his own worthy achievements he added to the honors of the honored name which he bore. William C. McMillan was born in Detroit, March 1, 1861, and in his home city, his death occurred on Thursday evening, February 21, 1907, after a patient, brave struggle, typical of the man. In 1879 Mr. McMillan was graduated in the Detroit high school, and he then studied under the direction of a private tutor for one year, at the expiration of which he was matriculated in Yale University, in which he was graduated as a member of the class of 1884, receiving the degree of Bachelor of Arts. Immediately after leaving college he returned to Detroit and entered the employ of the Michigan Car Company, of which his father was one of the principal stockholders and which represented at the time the largest manufacturing industry in the state. He showed such marked executive ability that in three year he was incumbent of the position of general manager, and in 1888, when he was only twenty-seven years of age, he was offered the position of general manager of a car company in St. Louis, at a salary of ten thousand dollars a year. He had no desire to remove from his native city, however, and thus declined the offer. Mr. McMillan continued as manager of the Michigan Car Company until its consolidation with the Peninsular Car Company, in 1892, and he continued as a member of the directorate of the combined corporation until it was absorbed by the American Car & Foundry Company. In the meanwhile he had been tendered the position of president of the American Exchange National Bank and a directorship in the Washington Trust Company, both of which he refused, on account of the demands of other business interests. In 1898 Mr. McMillan and his father purchased the controlling interest in the Michigan Malleable Iron Company, of which he became the president. Under his control this concern quadrupled its capacity and

output. Later Mr. McMillan organized and secured a controlling interest in the Seamless Steel Tube Company. For many years he was treasurer and a director of the Detroit & Cleveland Navigation Company, of which he was president at the time of his death, as was he also of the Detroit & Buffalo Steamboat Company. He took great pride in the fleets of these two lines, which greatly advanced under his executive management. He brought about the effective organization and rehabilitation of the telephone system controlled by the Michigan Telephone Company, which had passed into the hands of a receiver and which he successfully reorganized as the Michigan State Telephone Company. His capitalistic interests were numerous and varied aside from those already noted, and each concern received the benefit of his masterful administrative ability and clear business prescience, matured in the school of practical experience in affairs and enterprises of magnificent scope and importance,—enterprises through which the family fortune was greatly enhanced.

At the time of his death, in addition to the positions already noted, Mr. McMillan was a director of the Michigan Steamship Company, the American Shipbuilding Company, the Peninsular Sugar Company, the Detroit Union Railroad Depot & Station Company, the First National Bank, the People's State Bank, the Cass Farm Company, Ltd., and held other official positions as follows: Vice-president Duluth & Atlantic Transportation Company; president of each the Michigan Malleable Iron Company, Detroit Shipbuilding Company, Detroit Seamless Steel Tube Company, Monarch Steel Castings Company, Detroit Walker-Gordon Laboratory Company, Detroit Hotel Company, Cleveland & Toledo Line, Frank Whitney Painting Company, and Pontchartrain Hotel Company; treasurer of the Detroit Railroad Elevator Company, secretary Detroit Iron Furnace Company, chairman executive committee of the Union Trust Company; treasurer of the Detroit Manufacturers' Railroad, treasurer of Grace hospital, and a trustee of the Mutual Life Insurance Company of New York.

At the time of his death the Detroit papers

spoke at length and with marked appreciation of his life and labors, both in the news and the editorial columns, and from one of these editorial utterances the following extracts are made: "William C. McMillan's busy life has reached its close, and he rests from unceasing activities which would have worn down the vitality of the most iron constitution. His span of life fell a few days short of forty-six years, yet in that time he lived a century, measuring his cares, responsibilities and achievements by the average standard. When still a young man, at the age when the average son of wealth is preparing to settle down to some definite pursuit, he was assuming positions of responsibility that might tax the capacity and test the executive ability of a veteran in the industrial turmoil. That he acted well his part there can be no question. He was a man of cultivated mind. He had a comprehensive grasp of business affairs that grew within an ever-broadening study. He would have made his mark anywhere. He loved science in the abstract and in the concrete; for itself and for the application it might have in his future endeavors. * * * Mr. McMillan's death leaves a perceptible void in the business world of Detroit. The interests he advanced, created, combined and expanded, will remain monuments to his memory. In social life Mr. McMillan was genial and sympathetic in his manner. He kept up a broad culture, as if fearful of becoming one of those automatic machines that come of steady application to a narrow range of duties and investigations."

For nearly a quarter of a century the name of McMillan has represented a power in Republican politics in Michigan, which state the father of our subject so long and ably represented in the United States senate. Hon. James McMillan had elements of popular strength which were unmistakably lacking in the son, whose temperament and business training scarcely fitted him to attain to definite success in the domain of practical politics. He was a zealous and effective exponent of the cause of the Republican party in his native state, and in many respects he was to be considered the logical political successor of his

father when the latter was called from the field of life's endeavors, in 1902. When Senator McMillan died a great many of the party leaders insisted that William C. McMillan should be sent to the senate in his father's place, but after careful consideration the latter declined to become a candidate, believing such action expedient for the party welfare. He virtually, however, became the leader of his party in the state, and finally, in 1906, he became a candidate for the United States senate. In the campaign which ensued, a great many of his father's old friends rallied to his support, while the machine politicians and those interested in a campaign where money is freely used, fought him bitterly, on account of his clearly defined stand against them at the time of announcing his candidacy. The presence of three other candidates in the field left the vote in the legislature fairly evenly divided. Forty-eight hours before he expected to leave for the state capital Mr. McMillan was taken ill and was unable to participate personally in the campaign. The vote was so evenly divided between the four leading candidates that Mr. McMillan's supporters were confident that his presence would have turned the tide in his favor, but as this was impossible, at his request, they finally threw their support to William Alden Smith, who was elected. It can not be doubted that the strain of his political stand had a direct influence in bringing about the death of Mr. McMillan, whose health had been on precarious footing for a long time. He was a man of reservation, but the best voucher of his sterling worth and noble attributes is offered in the fact that those who knew him best most admired and respected him. He was reared under patrician surroundings and had the advantages of wealth, and still he was thoroughly democratic at heart and understood the springs of human thought and action, though not in that appreciative way which makes for indiscriminate popularity, to seek which his tastes and strength were too insistent to allow him. Truth and probity and intrinsic nobility represented the man as he was, and it is well that his life should be estimated at the high value for which it stood.

Mr. McMillan was a member of various

societies and clubs of prominent character, both in Detroit and elsewhere, and was recognized as a man of high intellectual attainments as well as great business sagacity. He was always loyal to his native city, and not yet can the full estimate of his services to Detroit be made. The perspective of years is necessary to determine adequately, though all may see the direct and multifarious benefices of purely material order.

In 1884, was solemnized the marriage of Mr. McMillan to Miss Thayer, of Boston, Massachusetts, who survives him, as do also their two children,—James Thayer and Doris.

JOHN OWEN.

A strong and noble character was that of the late John Owen, who exerted an emphatic influence in connection with business and civic affairs in Detroit during the entire course of a long and significantly successful career. The greater part of his life was passed in this city and he gained success through his individual ability and application, ever standing exemplar of that integrity of purpose which figures as the plumb of character and makes for objective valuation in connection with the varied relations of life. He was a financier of marked astuteness, served as treasurer of the state at a critical and climacteric period, was one of the leading bankers of Detroit, and had other capitalistic interests of distinctive importance. His strength was as the number of his days and he was summoned from the mortal life in the fulness of years and honors, his death occurring at his home in Detroit on the 20th of March, 1892.

Mr. Owen was born near the city of Toronto, Canada, on the 20th of March, 1809, and he was a child at the time of his father's death. In 1818, when he was nine years of age, his mother removed to Detroit, where he soon afterward began to attend school in the old University building, on Bates street. The financial resources of his mother were very limited and while thus attending school he defrayed the expenses of his tuition by services rendered to his preceptor. When but twelve years of age he secured a position as errand boy in the

drug store of Dr. Chapin, one of the pioneer physicians of Detroit, and he remained with the doctor for several years, making himself so indispensable that when he was only twenty years old he was admitted to partnership in the business, without the investment of capital other than his services and his proven integrity of character. Later the firm became J. Owen & Company, the concern being a leading one of the order in the city and holding a representative patronage. In 1853 Mr. Owen retired from the drug business, and the well known firm of T. H. Hinchman & Son became the eventual successor of this pioneer house.

Through his well directed endeavors Mr. Owen had accumulated a competency, and his business acumen and mature judgment were shown in the extent and character of his capitalistic investments. He became largely interested in banking and lake marine navigation. He was one of the earliest and largest stockholders in the Detroit & Cleveland Steam Navigation Company, of which he was president for many years and with which he continued to be identified until the time of his death. He was also one of the principal stockholders of the Detroit Dry Dock Company, both of these great concerns owing much of their success to his administrative direction. He was the first president of the latter corporation, which was the direct successor of the ship-building firm of Campbell, Owen & Company.

During the financial stringency that followed the panic of 1857 Mr. Owen held the presidency of the Michigan Insurance Bank, and as has well been said, "The fact that the bank weathered the storms of that period was very largely due to the unbounded confidence which the business public had in his ability and integrity." Apropos of the same subject another appreciative article contains the following equally pertinent words: "His integrity and good name constituted the wall that prevented the financial breakers from overwhelming not only the bank but scores of individuals as well." Such statements as these indicate the character and reputation of this honored pioneer of Detroit.

That popular confidence and esteem were not restricted to local limitations as touching

Mr. Owen is further evidenced in the fact that in 1860, at the climacteric period just prior to the outbreak of the civil war and when financial disquietude was in evidence throughout the entire nation, he was elected to the office of state treasurer, of which he remained incumbent from 1861 to 1865, covering the entire period of the war, and with utmost fidelity and discrimination did he administer the fiscal affairs of the state, protecting its interests and loyally upholding the hands of the general state administration in providing for the needs of the Michigan troops at home and in the field. In the first years of the war his personal credit and reputation, together with those of the late Hon. Henry P. Baldwin, who was chairman of the senate finance committee during a portion of the same period, were the prime agencies which enabled the state to successfully negotiate the loans which it was compelled to make.

Never a seeker of public office, Mr. Owen accepted the same only when he felt that civic duty and responsibility obligated him to subordinate his own wishes for the public good, and in no position of trust to which he was called did he fail to accomplish much in the direction designated. In 1836, the year prior to the admission of Michigan to the Union, he held the office of alderman at large in Detroit, and in the same body he represented the First ward in 1844-5. In 1839-40 he was a member of the board of education; from 1859 to 1870 he was commissioner of grades; and from 1865 to 1879 he was a valued member of the board of water commissioners. His interest in educational matters was of insistent type, and he was a member of the board of regents of the University of Michigan from 1841 to 1848,—a period during which the affairs of the institution especially needed wise management and guidance. In his earlier years he served as a member of the volunteer fire department of Detroit, having been foreman of Company No. 1 in 1837, and from 1841 to 1843 he was president of the department society. In 1864, while state treasurer, he was also president of the Michigan Soldiers' Relief

Society, and he was one of the first directors of the Detroit College of Medicine, to whose upbuilding he largely contributed.

Reverting to the banking associations of Mr. Owen, it should be stated that he became the first president of the old National Insurance Bank, the immediate successor of the Michigan Insurance Bank, in which he had held the presidency up to the time of reorganization under the new title. In 1869 the National Insurance Bank and the First National Bank were consolidated, largely through the wish of Mr. Owen to retire from the office of chief executive, and he then became a director of the First National, with which he continued to be identified in this capacity until 1880, when he resigned, having disposed of his stock in the institution. At a meeting of the board of directors held on the 22d of March of that year, the president and cashier of the First National Bank presented to the board the following preamble and resolutions, which were unanimously adopted and which are consistently perpetuated in this sketch:

Whereas, The Hon. John Owen, after an official connection with this bank and its immediate predecessor of over forty-four years, has decided to retire from the directorship of this bank, to which he was first elected on March 3, 1869, be it

Resolved, That it is with deep regret that we, the officers and directors of this bank, learn of this determination on the part of Mr. Owen, and that we desire to place on record our high appreciation of his character, and to acknowledge the great benefits we have derived from his counsels, and the larger advantage to the bank for his faithful attendance upon the meetings of this board, and his ever watchful and careful attention to the interests of the bank.

Resolved, That we attribute no small share of the present prosperous condition of the bank and its freedom from losses to Mr. Owen's wise and disinterested advice in all matters pertaining to the administration of the bank's affairs during the eleven years he has been connected with it.

Resolved, That a copy of these proceedings and resolutions, under seal of the bank, be transmitted to Mr. Owen by the cashier,

with the best wishes of the board for his continued happiness and prosperity.

Dominated by the highest principles was the course of Mr. Owen's life in all its relations, and his benevolences and charities were unostentatious and ever admirably placed. He had been reared in the stern school of necessity and knew well the springs of human motive, so that he was kindly and tolerant in his judgment and ever ready to lend a helping hand to his less fortunate brother. He was trustee and treasurer of the Central Methodist Episcopal church for half a century and was one of the most prominent and influential laymen of that denomination in Michigan, while his financial support kept the affairs of his own church society on the safe credit side. He did much for the upbuilding and maintenance of the church at large and was long a trustee of Albion College, to which noble church institution he made liberal financial contributions both in his lifetime and by the provisions of his will. As early as 1837 he served as president of a state temperance society, and he ever labored for the obliteration of the liquor traffic in whatever guise presented. He was trustee and treasurer of Elmwood Cemetery Association for more than forty years.

Concerning him another writer has said: "His benefactions have not been confined within denominational lines, but whenever time and influence and means could help solve social problems he has been ready to aid. His long residence in the city, his upright life and careful judgment, and the many services he has rendered the public, have made his name a synonym for character and worth."

It is scarcely necessary to say, in view of what has preceded, that in the sacred precincts of his home the true nobility of the man found its most perfect apotheosis. Thus at this time there is no desire to lift the curtain which veils with privacy every true home, the only reference to the domestic life of Mr. Owen being in the bare statements concerning his marriage and his children.

Mr. Owen married Miss Jane Cook, who was born in Detroit, a daughter of Hiram and Jane (Thorn) Cook. She survived her hon-

ored husband, as do also one son and one daughter,—Edmund J. and Lafayette are deceased; John, Jr., resides in Detroit; and Fannie is now the widow of George H. Lothrop, of Detroit. Mrs. Owen died on Sunday, March 22, 1908, of pneumonia, at the family home, 1750 Jefferson avenue.

RUSSELL A. ALGER.

A life conspicuous from the magnitude and variety of its achievement was that of the late General Russell A. Alger, one of the most distinguished and honored figures in the history of the state of Michigan and one whose influence transcended local environs to permeate the national life. So great an accomplishment as was his must, per se, imply exalted character, and thus beyond and above all General Alger merits perpetual honor by virtue of the very strength and nobility of his manhood. He rendered service to the state and nation to the fullest extent of his powers; his labors were unsparing, and his honesty of purpose was beyond cavil. The reflex of the high honors conferred upon him was the honors he in turn conferred. It is not easy to describe adequately a man who was as distinct in character and one who accomplished so much in the world as did General Alger, and the limitations of this article are such as to give only a cursory glance at the individuality and achievements of the man,—not permitting extended genealogical research or critical analysis of character.

Russell Alexander Alger was born in a pioneer log cabin in the township of Lafayette, Medina county, Ohio, on the 27th of February, 1836, and was a son of Russell and Caroline (Moulton) Alger. The genealogy in the agnatic line is traced back to English origin, and the original American progenitor of the Alger family came hither from England in 1759. Through distinguished English channels the Alger line is traced back definitely to William the Conqueror. John Alger, the great-grandfather of him who is the subject of this memoir, participated in many battles of the Revolutionary war, and the name was one



R. A. Alger

honored in New England, where was cradled so much of our national history. The mother of General Alger was a direct descendant of Robert Moulton, who arrived in Massachusetts in 1627, in charge of a vessel laden with valuable ship-building material and bringing with him a number of skilled ship-carpenters. The first sea-going vessel built in Massachusetts was constructed under his supervision. The Moulton family in America has been one of much distinction and prominence.

Early in the nineteenth century the Alger family was founded in the state of Ohio, and its representatives were identified with the pioneer history of that great commonwealth. The boyhood of Russell A. Alger was passed under the conditions common to the locality and period, though he was early called upon to assume greater responsibilities than did the average boy, as his parents were in ill health and in most modest financial circumstances. He was but twelve years of age at the time of the death of his parents, and was then thrown upon his own resources, while he also assumed most bravely the burden of providing for his younger brother and sister. He had, as a matter of course, received but meager educational advantages, and when he thus faced the problem of life at the age noted, he lost no time in securing such employment as came within the compass of his powers and abilities. He found work on a farm at Richfield, Ohio, where he remained nine years, feeling fully the lash of necessity and yet never losing courage, ambition or self-reliance. Within the period of his work on the farm he attended a neighboring academy during the winter months. His marked facility for the accumulation of knowledge caused him to make rapid progress in his studies, and he finally was able to secure a position as teacher in a district school, though he still continued at farm work during the summer seasons.

In March, 1857, shortly after attaining to his majority, and with character well moulded in the stern school of necessity, he took up the study of law, under the preceptorship of the firm of Wolcott & Upson, of Akron, Ohio. In 1859 he was admitted to practice, by the su-

preme court of Ohio, and then removed to the city of Cleveland, that state, where he secured a position in the law office of Otis, Coffinberry & Wyman. After but a few months his health became impaired, owing to close confinement and arduous study, and he was compelled to abandon his association with the legal profession.

The year 1859 recorded the removal of General Alger to Michigan, but how little could he have imagined all that fate had in store for him, a poor young man, in connection with the history of this state and that of the nation. Soon after his arrival in Michigan he located in Grand Rapids, which was then a mere village, and there he identified himself with the line of industrial enterprise along which he was destined to achieve his great financial success. In a business way his affairs were prospering during the climacteric period just prior to the outbreak of the civil war, but when the conflict between the states was precipitated he was among the first to voice his loyalty to the Union by tendering his services in its defense. One of the phases of his noteworthy career which will ever redound to his honor is that involved in his gallant and brilliant military career. Subordinating all other interests, in August, 1861, General Alger enlisted as a private in the Second Michigan Cavalry, in which he was commissioned captain at the time when his regiment was mustered into service, and he was forthwith assigned to the command of Company C. The record of his army service as given by Adjutant General Robertson's "Michigan in the War," being the official record of the troops of the state, is as follows: "Captain Second Cavalry, September 2, 1861; major, April 2, 1862; lieutenant colonel Sixth Michigan Cavalry, October 16, 1862; colonel Fifth Michigan Cavalry, February 28, 1863; wounded in action at Boonesboro, Maryland, July 8, 1863; resigned September 20, 1864, and honorably discharged. Brevet brigadier general United States Volunteers, for gallant and meritorious services, to rank from the battle of Trevilian Station, Virginia, June 11, 1864; brevet major general United States Volunteers, June 11, 1865, for gallant and

meritorious services during the war." From private to brevet major general within so short a time is, indeed, a creditable record. The advancement did not come through favoritism but because each promotion was honestly and gallantly won. The qualities that had distinguished him in civil life, were brought into play in the field and made him one to whom others naturally turned in hours of emergency or danger. The limits of space preclude the giving of a detailed history of General Alger's army career and relating the stirring events of danger and heroism that are woven therein. In the earlier years of the war he was active in the south and west, but the larger portion of his service was with the Army of the Potomac. As colonel of the Fifth Michigan Cavalry he entered Gettysburg on the 28th of June, 1863, his being the first Union regiment to reach the village, and there he and his men received a most noteworthy ovation on the part of the loyal citizens.

One of the most important engagements in which General Alger participated was the battle of Booneville, July 1, 1862, at which time he was serving as captain of Company C, Second Michigan Cavalry. General Chalmers, with five thousand mounted Confederates—representing nine regiments—made an attack on Booneville, which was held by Colonel Sheridan, who had with him at the time of the attack but two small regiments, the Second Michigan Cavalry and the Second Iowa Cavalry, numbering in all less than nine hundred men, and the former of which was armed with sabers, Colt's revolvers and revolving carbines. So great was the heroism displayed by these two regiments that General Chalmers was led to believe that he had been deceived in the strength of the enemy, supposing the slaughter effected by the Michigan regiment with their carbines must certainly be the work of an infantry brigade. Sheridan, with his little body of men, was in danger of being surrounded and captured, so he decided to send out ninety picked men in command of Captain Alger to make a circuit of the enemy and charge upon the rear "with sabres and cheers." This ruse had the desired effect, for as soon as Captain

Alger and his men charged upon the reserve of the enemy, numbering at least two thousand men, they broke and fled, as did also the force directly in front of Sheridan, leaving one hundred and twenty-five of their comrades dead upon the field. The Second Michigan, which had borne the burden of the fight, lost forty-one, dead and wounded.

In the official reports of engagements General Alger was frequently mentioned for distinguished services,—notably by Custer in his report on the battle of Gettysburg. On July 8, 1863, he was seriously wounded in a hot fight near Boonesboro, Maryland, and did not resume service until September. He served with marked distinction during the campaigns of 1863-4, taking part in all the engagements of the Army of the Potomac, and with his brigade he accompanied Sheridan to the Shenandoah Valley in 1864. In all General Alger participated in sixty-six battles and skirmishes, and by bravery and faithfulness he richly merited the distinction which he acquired.

At the close of the war General Alger returned to Michigan, and early in 1866 he located in Detroit, where, in the following year, he established himself in business, as a member of the firm of Moore, Alger & Company, dealers in pine lands and lumber. This was the same line of enterprise in which he had previously directed his energies, while residing in Grand Rapids. The title of the firm was soon changed to Moore & Alger, and this firm was eventually succeeded by that of R. A. Alger & Company, which was finally merged into the corporation which has since been known as Alger, Smith & Company and of which General Alger was the president and chief stockholder from the beginning until his death. This has long held prestige as one of the leading lumber concerns in the Union and its transactions have been enormous in extent. General Alger was also interested largely in various other companies in the lumbering industry and also in important mining corporations. Such was the multiplicity of his capitalistic investments that even mention of the same can not be given in detail in as circum-

scribed an article as the one at hand. He did a great work in connection with the civic and industrial development of Michigan and through normal and legitimate means gained a large fortune, the use and stewardship of which was ever a matter of deep and conscientious concern to him. He had large and productive investments in the west and south, though his interests continuously centered in Michigan.

Unwavering in his allegiance to the Republican party and an effective supporter of its cause, General Alger never permitted the use of his name in connection with any political office until 1884, when he was elected a delegate to the national Republican convention, held in Chicago. In the same year he was the nominee of his party for governor of Michigan, and was elected by a plurality of 3,953, thus returning the state to Republican rule. As chief executive of a great state his administration compares favorably with that of any of Michigan's governors. In a publication of this kind it is impossible to dwell at any length upon the details of his gubernatorial or general political career, crowned though it was with high honors and distinguished preferment. At the expiration of his term as governor he positively refused to become a candidate for a second term, owing to the exigencies incidental to his private affairs.

At the national Republican convention in 1888 General Alger was among the most prominent of the presidential candidates, and with the continuous balloting he increased his strength to one hundred and forty-three votes. In the sixth ballot, however, a break was made in the ranks of his followers, and General Harrison, then second choice, was brought forward and received the nomination. In the fall of the same year General Alger's name headed the list of presidential electors from his state. In the national convention of the Republican party in 1892 he was again a popular candidate for nomination and again showed his great hold upon the esteem of the leading members of his party.

The one feature of his political career that brought its measure of regret and sorrow to

General Alger was that of his service in the office of secretary of war at the time of the Spanish-American war. Time has already shown how unjust were the criticisms directed against this loyal, honorable and intrinsically patriotic citizen and able official. In 1896 he was called to the cabinet of President McKinley in the portfolio of secretary of war, and he assumed the duties of the office March 4, 1897. The unpleasantness which marked his administration was the diametrical result of "long existent conditions revealed by the stern test of war." It is not necessary here to record the history of the case, but naught of vindication is demanded for General Alger, concerning whom, in this connection, the New York Evening Post spoke as follows at the time of his death: "He was a victim of the wretched organization of the army and the department, which clung to the system of the civil war that had been long outgrown." He resigned the office of secretary in August, 1899, and gratifying to him must have been the enthusiastic and sympathetic reception which was given to him by the people of his own state after the criticism which had been leveled at him with so great injustice. When he passed from the scene of life's endeavors his successor in the office of secretary of war, Hon. William H. Taft, gave the following appreciative estimate of his services in the office: "General Alger was patriotic, earnest and most devoted to the interests of the army, and especially considerate of the welfare of the enlisted men. He was a gentle, kindly man, with great confidence in his friends and associates, and was much beloved by his subordinates. He was the subject of unjust criticism because of the country's lack of preparedness for war when war came, although for this he was in no wise responsible."

On the 27th of September, 1902, Governor Bliss appointed General Alger a member of the United States senate, to fill the vacancy caused by the death of Senator James McMillan, and on the 20th of the following January he was elected to the same office by the legislature of the state. Owing to failing health he declined to become a candidate for re-election and his

term of office as senator would have expired March 4, 1908. He distinctively honored his state by his services in the senate, of which he was a member at the time of his death, which occurred in the city of Washington, on the 24th of January, 1907, as the result of oedema of the lungs. His summons was sudden, as the attack which terminated his life came only about ten minutes before he succumbed. He had long suffered from valvular disease of the heart, and his health had been delicate for some time. The following brief extract is taken from an editorial article which appeared in the Washington (D. C.) Herald at the time of his demise, and which is but example of the many thousands of appreciative estimates appearing in the press of the nation: "General Russell A. Alger did not live in vain. A kindly, lovable character, he was helpful to his fellows and served his country well. He was the type of rich man whom riches do not spoil,—a man who had his wealth to good ends, while material success did not put him out of touch with humanity. Michigan loved him as he loved Michigan." Glowing tributes to his worth were paid in both houses of congress and in the legislature of his home state, while in Detroit there was such an outpouring of citizens of all classes to render a last mark of affection and respect as to establish anew his wonderful claim upon the love and appreciation of the people of the city to whose welfare he so largely contributed. His body lay in state in the city hall from two until five o'clock on Sunday following his death, and the entire community showed that it felt a sense of deep personal bereavement. The funeral was held from the family home and the simple services of the interment in the Alger mausoleum were conducted under the auspices of the military organizations of which he had been an honored member.

General Alger was a member of the Military Order of the Loyal Legion and of Fairbanks Post, No. 17, Grand Army of the Republic, Detroit. In the latter he was ever an enthusiastic worker. His affection for and sympathy with his old comrades in arms was of the most insistent type, and one of the last

acts of his life was in connection with securing a merited pension for an old soldier of his own command. In 1889, at the national encampment of the Grand Army of the Republic, in Milwaukee, he was unanimously and without opposition elected commander in chief of the order. In the memorial address given by Hon. Edwin Denby, of Michigan, in the house of representatives in Washington, appear the following words: "If I were asked to name the qualities of General Alger which more than others accounted for his remarkable success in political life and for the devotion of his friends, I would say his kindness, generosity, tact and sweetness of disposition,—the great human attributes that charm and attract and make the world akin. His course through life was marked by many deeds of utmost unostentatious charity. How much he gave will never be known, but that his bounties were large is certain from the occasional instances brought to public notice. In Detroit he was mourned by none more thoroughly than the newsboys of that city. There they have a large organization, consisting of six or seven hundred members, called the Newsboys' Association. General Alger helped the boys in and out of the association with clothing and other necessities and with his kindly cheer, year after year, until he became the 'newsboys' friend,' a badge of honor he was well worthy to wear. How many other persons there are who regard his passing as the loss of their best earthly friend can not be known. His charities he tried to hide, but you will hear to-day some instances that could not be concealed. He rendered back to society in constant benefactions the riches it gave to him. He was one of the kindest, most lovable men in public life."

The address of Hon. John C. Spooner, of Wisconsin, in the United States senate, contained the following tribute: "No man without noble purpose, well justified ambition, strong fiber, and splendid qualities in abundance could have carved out and left behind him such a career. His pathway was from the beginning upward, and all along it, at every stage of it, he discharged well every duty

which manhood could demand; and all along he scattered with generous hand deeds of kindness and helpfulness to those who were in need, sowing the seed which blossomed in fragrance along his pathway and made it beautiful."

In Grand Rapids, Michigan, on the 2d of April, 1861, was solemnized the marriage of General Alger to Miss Annette H. Henry, daughter of W. G. Henry, of that city, and of the nine children of this union five are living, namely: Mrs. Henry D. Shelden, of Detroit; Mrs. William E. Bailey, of Harrisburg, Pennsylvania; Mrs. Charles B. Pike, of Chicago; and Russell A. and Captain Fred M., of Detroit.

Mrs. Alger survives her honored husband and divides her time between her beautiful homes in the cities of Detroit and Washington. Like the General, she is a member of the Presbyterian church, in whose work and support she has been active. A woman of gracious personality and distinctive culture, she complemented in every respect the career of her honored husband, and in the tender and hallowed memories and associations of their ideal married life lies her greatest measure of consolation and compensation.

ZACHARIAH CHANDLER.

A distinguished figure in the history of Michigan and that of the nation was that of the late Zachariah Chandler, to whose life and labors Detroit may point with special pride and appreciation, since in this city he maintained his home and centered his interests until the time of his death.

Mr. Chandler was born at Bedford, New Hampshire, on the 10th of December, 1813, and in well ordered New England institutions he received his early educational training. In December, 1833, he came to Detroit and established himself in the dry-goods business, with which he continued to be identified for many years. He was successful in his business operations and soon gained recognition as one of the wealthy and influential citizens of the state. In 1848 he was president of the Young Men's Benevolent Association, and in the same year

he lent his co-operation in the building of several plank roads, which afforded much needed facilities. In 1851 he was elected mayor of Detroit, and his administration was marked by progressiveness and great public spirit. In 1857 he succeeded Hon. Lewis Cass in the United States senate.

As an aggressive and fearless exponent of the principles of the Republican party he made himself a dominating force and power in the senate. Of his political career the following pertinent statements have been written: "He had courage of a high order, and a fearlessness and frankness of utterance that were especially needed at the time he took his seat in the senate. The administration of President Buchanan began simultaneously with his career as a senator, and the vacillation and shuffling of the president afforded a sharp contrast to the boldness and high patriotism of Mr. Chandler."

Among the most important speeches made by Senator Chandler during the administration of President Buchanan were those in opposition to the admission of Kansas to the Union, under the Lecompton constitution; in opposition to the annexation of Cuba to the United States; and in favor of appropriations for the construction of a ship canal through the St. Clair Flats, above Detroit. He also made a vigorous protest against the partisan character of the standing committee of the senate under Democratic domination.

Mr. Chandler was re-elected to the senate in 1863 and again in 1869, and thus he served for an aggregate period of eighteen years. In December, 1861, upon a motion made by him, a joint committee of the senate and house of representatives on the conduct of the war was appointed. This historic committee continued in service until after the close of the great internecine conflict between the north and the south, though many changes were made in its membership. Mr. Chandler was a member during the entire time and was always the ruling spirit. In this connection his abilities and policies proved most effective in maintaining the unity of the Republican party in its war measures. When this party gained control of the

senate Mr. Chandler was made chairman of the committee on commerce, a position which he retained until the expiration of his senatorial term, on the 3d of March, 1875. He was a most earnest and valued supporter of the administration of President Lincoln and also that of President Grant, the confidence of both of whom he held to a supreme degree. The most notable speech delivered by Senator Chandler was in relation to the conduct of the war, and this speech undoubtedly had much to do with effecting the transfer of General Grant to the command of the Army of the Potomac.

Mr. Chandler showed at the inception of his public career that he possessed great ability as a politician, and when his advice was heeded, party success was generally a sequel. He was one of the most zealous of the advocates of the abolition of slavery and the preservation of the Union. He was chairman of the Union congressional committee for four years and was a member of the national Republican committee in 1876.

On the 19th of October, 1875, President Grant appointed Mr. Chandler secretary of the interior, and of this cabinet position he remained incumbent until after the inauguration of President Hayes. Of his services in this connection the following estimate has been given out from an authoritative source: "His careful and personal administration of affairs in connection with the position was a surprise to all, and gained him praise even among those of opposite political faith. He introduced and carried out a series of reforms in the Indian department, the land and pension offices, and exhibited an amount of personal knowledge concerning the affairs of his office that was remarkable, while he displayed a moral courage that was a revelation to corrupt officials."

As before stated, Senator Chandler was a member of the national Republican committee in 1876. On the first session of that body he was elected its chairman. To the duties of this position he devoted himself with an ardor that was astonishing, never relaxing his efforts until the memorable election of that year was closed. Mr. Chandler then retired to private life, dividing his time between his beauti-

ful residence in Detroit and his extensive marsh farm near Lansing. In the political campaign of 1878 he again began a life of activity and was made chairman of the Republican state central committee. Largely owing to his able maneuvering of the forces at his command the state rolled up one of its old-time Republican majorities, every congressional candidate of the party being elected, besides a large majority of the state legislature. Owing to the failing health of Senator Christiancy, who had defeated Senator Chandler in 1875, the former was compelled to seek rest: He resigned on the 10th of February and Mr. Chandler was chosen to fill out the unexpired term. While occupying his chair a bill was introduced giving pensions to the surviving soldiers of the war of 1812, and at the same time an amendment was offered denying the benefits of any pension to Jefferson Davis. One of the most remarkable debates in the history of the United States congress then followed. In the discussion Senator Chandler delivered a speech that was a masterpiece of oratory and the same received more attention than any other address delivered in congress for years, while its author was overwhelmed with letters of congratulation and thanks, which came from every state in the Union.

Then came the campaign of 1879, and no public speaker was in greater demand than Zachariah Chandler. He worked hard, traveled thousands of miles, and delivered innumerable addresses in behalf of the party he loved so well. Repeatedly during his arduous work did he show signs of failing health. At Janesville, Wisconsin, he contracted a severe cold, but on reaching Chicago he exhibited but slight signs of indisposition. He delivered an address that evening—October 31, 1879—in McCormick hall, which spacious auditorium was filled to overflowing. After the close of his remarks Senator Chandler returned to the Grand Pacific hotel, and retired for the night. On the following morning, November 1st, he was found dead in his bed, and thus ended a life of signal usefulness and honor.

In early life Mr. Chandler was united in marriage to Miss Letitia G. Douglass, of

New York, and she survived him by a number of years. Their only child, Mary Douglass Chandler, is the wife of Hon. Eugene Hale, United States senator from the state of Maine.

GEORGE H. RUSSEL.

George Howard Russel has been an important factor in the industrial development of Detroit, and he is recognized as one of the thoroughly representative citizens of his native city, where his business interests are of wide scope and varied order. As a manufacturer, banker and public-spirited citizen he has well upheld the prestige of an honored family name. He is the eldest son of Dr. George B. and Anna (Davenport) Russel. His father was one of the most distinguished of the pioneer physicians and surgeons of Detroit and of the state. The Davenport family was founded in Detroit many years prior to the admission of Michigan as one of the sovereign states of the Union. Dr. George B. Russel, to whom is dedicated a special memoir in this volume, was likewise a most potent factor in the founding and upbuilding of many of the great manufacturing and business enterprises of Detroit. He also contributed largely to the city's development by obtaining and undertaking the improvement of property in the earlier days, when the tendency of owners to hold their land retarded growth. Dr. Russel came to Detroit from Pennsylvania in 1836, and for details concerning his life history reference should be made to the memorial sketch just mentioned. Records concerning the Davenport family also appear in this volume.

George H. Russel was born in Detroit, on the 29th of November, 1847. In the public schools of his native city and in Patterson's excellent school he received his preliminary education, doing effective work and being eligible for entrance to college in 1863. Much to his regret, however, he was prevented from taking the course in the University of Michigan, and at the age of sixteen he found it necessary to seek employment. He initiated his active business career in June, 1863, when he assumed the position of yard foreman of the

Detroit & Lake Superior Iron Manufacturing Company. Though he is now a large and robust man, of commanding presence, he was at that time a tall, slender stripling, of almost his present height, and it was for the sake of his health that he thus took up active outdoor work. Two years of such application gave him tone and strength, and within the interval he also showed the business qualities which were later to bring about such successful accomplishment. At the expiration of two years Mr. Russel became bookkeeper for the same company, holding this position for two years, and he was then elected secretary and treasurer of the Hamtramck Iron Works. In 1872 he became also the secretary and treasurer of the Detroit Car Works, organized in that year.

In 1876 the two companies, after struggling through the financial panic of 1873, succumbed to the inevitable, as did many other business concerns in those disastrous years. Mr. Russel, left without a situation and without financial means, undertook to carry on an independent business for himself. He leased a building and in it started an iron foundry, on a very modest scale. The extensive works and the successful business of the Russel Wheel & Foundry Company stand as the final result of this beginning. Soon after founding his little enterprise Mr. Russel took as an associate his younger brother, Walter S., and within a short time afterward the company was organized under the present title. A number of years later John R. Russel, another brother, became one of the interested principals in the concern. The subject of this sketch was president of the company from the time of its incorporation until 1906, and, notwithstanding the exactions of his many other financial and business interests, he still gives a personal supervision to the affairs of the great concern of which he was the founder. A description of the company and its plant appears in this work.

In 1889 Mr. Russel was chosen president of the State Savings Bank, which under his management became the largest financial institution in the state. With this bank the People's Savings Bank was merged in 1907, under the title of the People's State Bank, and Mr. Russel

continued the executive head. In 1891-2 he was president of the Michigan Bankers' Association and in 1898 he was president of the American Bankers' Association. He was also chairman of the clearing-house committee and served one term as president of the Detroit Bankers' Club. There is undoubtedly no more prominent and honored a figure in the banking circles of Michigan. Mr. Russel is also president of the River Rouge Improvement Company, and his conduct of its affairs has been marked by wise discrimination and good judgment, so that the company has been most successful in its operations. Its property has become very valuable, as the result of judicious selection and reclamation, although at large expense, of low-lying lands near the city of Detroit. He was one of the projectors of the Detroit Radiator Company, of which he was president for some time, and this has become one of the important industrial concerns of the city, the enterprise being now owned by and conducted under the title of the American Radiator Company. He is a director and also treasurer of the Detroit United Railway, controlling all of the city street-car lines and all the important suburban electric lines entering the city; he was one of the organizers and first directors of the Union Trust Company, as well as the Great Lakes Engineering Company, became vice-president and is a director of the American Car & Foundry Company, is also a director of the International Banking Corporation; and is a stockholder in several other banking and business corporations.

Mr. Russel is a staunch adherent of the old Democratic party, and, though he has never been a seeker of public office, he has ever shown a deep interest in local affairs of a public nature, holding the welfare and progress of his native city closely to heart. He was the first president of the present board of park and boulevard commissioners of Detroit and was a useful and diligent member of that body. In 1893, as an official of the clearing-house committee of the city, he did much to uphold the financial supremacy of Detroit during the panic which began in that year. He is a valued and popular member of the Detroit Club, the lead-

ing organization of the sort in the city, and was its president in 1889 and 1890. He and his family attend the Presbyterian church.

In 1872 was solemnized the marriage of Mr. Russel to Miss Frances E. Bagg, daughter of the late John S. Bagg, the well known editor of the Detroit Free Press. They have four sons and five daughters.

The following estimate of the character and labors of Mr. Russel has been given by one familiar with the details of his career: "He is firm and pronounced in his individual views, but is considerate of and attentive to the opinions of others, and has a kindly, genial disposition, which invariably wins to him the friendship of those who come to know the man as he is. He leads men not simply because they have confidence in his honor and integrity but because they respect and like him. In all the affairs and relations of life he is a typical American,—a good citizen, devoted to his family and friends, liberal in public affairs and industrious in business."

JAMES F. JOY.

That "man lives not to himself alone" is an assurance which is amply verified in all the affairs of life, but its pertinence is most patent in those instances where persons have so employed their inherent talents, so improved their opportunities and so marshaled their forces as to gain prestige which transcends mere local limitations and finds its angle of influence ever broadening in beneficence and human helpfulness. There are thousands of men of fine character and ability ever looming up among us, and in even a cursory review of the lives of such lies much of incentive and inspiration. Apropos of these statements there is peculiar consistency in according in this volume an epitome of the career of Detroit's distinguished citizen, the late James F. Joy, whose productive activities were gigantic and whose life was one of impregnable integrity and honor. He was a man of the nation but was essentially a citizen of Detroit, whose people may ever take pride in his character and his accomplishment.



James H. Joy

James Frederick Joy was born in Durham, New Hampshire, on the 2d of December, 1810, and was a son of James and Sarah (Pickering) Joy. His father was a blacksmith by trade and in later life was a manufacturer of scythes and a ship builder at Durham. The original American ancestor in the agnatic line was Thomas Joy, who immigrated from England about the year 1632, locating in Boston, where he became a land holder in 1636, as shown by the town records. From that city his descendants removed to various localities in New England. The father of the subject of this memoir was a man of much enterprise and of strong intellectuality; he was a Federalist in politics and a Calvinist in religion. His influence was potent in fixing correct principles in the minds of his children and all of them honored him in their after lives.

The early education of James F. Joy was secured in the common schools and in a neighboring academy, in which he took a two years' course. He then engaged in teaching and through the compensation thus received, supplemented by such financial assistance as his father was able to accord, he realized his ambition and entered upon a collegiate course. In 1833 he was graduated, at the head of his class, in Dartmouth College, which conferred upon him the degree of Bachelor of Arts. He soon afterward entered Harvard Law School, at Cambridge, where he made rapid advancement in the accumulation and assimilation of technical knowledge, but his pecuniary status was such that he was compelled to withdraw at the end of the first year. He thereafter was for several months preceptor in the academy at Pittsfield, New Hampshire, and for a year was a tutor in Dartmouth College. He resigned the latter position to resume his law studies at Cambridge, where, within a year, he completed the prescribed course and was duly admitted to the bar, in Boston. He had decided to locate in the west, and in September, 1836, he arrived in Detroit, where he entered the law office of Hon. Augustus S. Porter, "one of the noblest men that ever represented Michigan in the United States senate." In May of the following year he opened an

office of his own, and in the ensuing autumn he formed a professional partnership with George F. Porter, who had an extended acquaintanceship with prominent capitalists and financiers, so that the firm at once secured a clientage of representative order, and became known as one of the leading legal firms in the western country. During the height of the speculative craze in the late '30s and early '40s Michigan had established what was known as the internal-improvement system, under whose operations the state had purchased the Detroit & St. Joseph Railroad. In 1846, through the workings of this system, the state became bankrupt, and as a means toward solvency proposed to sell this railroad, whose name had been changed to the Michigan Central. In the interest of a corporation formed to buy the property Mr. Joy largely framed its charter, completed the organization of the corporation and induced capital to embark in the enterprise. The sale restored the state to solvency and general business resumed normal ramifications. The new company undertook to extend the road to Chicago, and in the important litigation incident thereto Mr. Joy was engaged to such an extent in Michigan, Indiana and Illinois that he was gradually drawn away from his practice in Detroit. He gradually made railway law a specialty and for a long period he was one of the foremost figures in railway litigation in the United States, his practice being extensive and profitable. From being the legal adviser of railway companies he was gradually drawn into the field of management, becoming prominent in extending railway connections and in the construction and executive control of new lines. The case of George C. Bates in ejectment against the Illinois Central and Michigan Central Railroad Companies, in the United States court, was the last very important cause in which he appeared as the leading counsel and advocate. The case involved title to the Chicago station grounds of the two companies,—property at that time valued at two million dollars,—and in this celebrated case Mr. Joy's remarkable powers were so exemplified as to gain him unprecedented prestige. The necessarily pre-

scribed limitations of this publication of course prevent a detailed review of this *cause célèbre*, but the same is a matter of historical record.

Mr. Joy became extensively identified with the railway interests of the country and was largely engaged in the extending of lines. He organized the Chicago, Burlington & Quincy Railroad Company, whose line cost sixty millions of dollars, and before construction was instituted he made a trip on foot over the proposed route. For many years he was the executive head of the corporation, and under his direction the lines were extended to Quincy and Omaha. The line from Kansas City to the Indian Territory was another enterprise promoted by him. Incidentally he also built the first bridge across the Missouri river at Kansas City, thus giving great impetus to the development of that city. About 1857 Mr. Joy became associated with J. W. Brooks and entered into a contract, through a company organized for the purpose, to undertake and complete the Sault Ste. Marie canal. The work was pushed forward with utmost vigor and was completed within two years, to the great benefit of navigation and commerce.

About the year 1867 Mr. Joy became president of the Michigan Central Railroad Company, of which he had been general counsel for many years. As chief executive the road was largely rebuilt and every department was made adequate to meet the demands placed upon it. These improvements were made at great expense, double track being laid on a large portion of the line and the steel rails used having cost, in gold, one hundred and thirty dollars per ton, in England. Mr. Joy also promoted the building and finally acquired control of the Jackson, Lansing & Saginaw Railroad, from Jackson to Saginaw and Mackinaw City, and also of the road from Jackson to Grand Rapids,—both now parts of the Michigan Central system. He also built the Detroit & Bay City and the Detroit, Lansing & Northern Railroads, and the Michigan Central's air line from Jackson to Niles, the Kalamazoo & South Haven, and the Chicago & West Michigan Railroads, were alike the results of his activity and progressiveness. He was the prime fac-

tor in the building of more than sixteen hundred miles of railroad in Michigan alone, and the beneficent influence of this work may well be understood. In the early '70s Mr. Joy became interested in a proposed railroad to run along the western bank of the Mississippi river from Dubuque, Iowa, to a point opposite La Crosse, Wisconsin, and through his efforts the line was completed, being now a part of the Chicago, Milwaukee & St. Paul system. Mr. Joy was also largely instrumental in securing to Detroit its connection with the Wabash Railroad and in providing adequate station grounds for its business. He and other Detroit citizens furnished most of the money by which the connecting line was built from Detroit to Logansport, Indiana, and with four others he built the large and elaborate union depot in Detroit, together with the railroad, through the western part of the city, connecting with the Wabash. Mr. Joy was also one of the organizers of and attorney for the Sault Sainte Marie Ship Canal Company (in 1852-3-4), which built the first "Soo" canal and locks, thus making possible the navigation of Lake Superior by vessels from the lower lakes.

For several years prior to his death Mr. Joy lived essentially retired from active business, though still financially interested in a number of the corporations mentioned. Of him it has been said: "His life was of great benefit to his city and state, as well as to Chicago and the western country. Few men have guided and invested for so many years such vast sums of money as did he." In 1845 he was one of those who purchased the stock of the Michigan State Bank, which thereafter paid ten per cent. dividends regularly until the expiration of its charter, in 1855, at which time its stockholders received one hundred and thirteen per cent. for their shares. He was a director of the Second National Bank of Detroit, and when its charter expired, in 1883, it was succeeded by the Detroit National Bank, of whose directorate he continued to be a member until his death.

Though never active in the domain of "practical politics," and never a seeker of public

office, Mr. Joy was intrinsically loyal to all the duties of citizenship and exerted his influence in the promotion of good government, being an uncompromising advocate of the principles and policies of the Republican party. In 1838 he was chosen to the office of school inspector in Detroit, and in 1848 was elected city recorder. In 1861 he was induced to accept the nomination as representative of the Detroit district in the state legislature, to which he was elected and in which he held a place of much prominence and influence in the climacteric period marking the opening of the civil war. He served a short time as regent of the University of Michigan, but resigned on account of the exactions of his business interests. In 1880 he was a delegate to the Republican national convention, in Chicago, and there made the address nominating the Hon. James G. Blaine for the presidency.

From a sketch of the career of Mr. Joy prepared several years ago by the writer of the present article, the following pertinent extracts are made: "Although always an active man, Mr. Joy never neglected mental recreation and improvement, but at all times kept up his early acquaintance with the classics and with all that is best in literature. When business hours were over, business cares were laid aside and never carried home. As is inevitable in the life of such a man as Mr. Joy, he encountered many and large financial losses, but, no matter what their magnitude, it is believed that there never was an evening when he would not lose all thought of them in reading the pages of some favorite author. His love of books was a taste that he had cultivated from early youth. His library, including many costly volumes, was the result of the steady accumulation of years and contained the best editions of the best authors. Not only were all the great lights of English literature represented but also the works of the best of foreign authors in the original text, and the latter he read with the same facility as did he those in his native tongue. Well thumbed editions of the ancient classics and the works of the ablest French authors found prominent places in his

collection and gave ample evidence of having been read and reread many times."

Mr. Joy was twice married. He first wedded Martha Alger Reed, daughter of Hon. John Reed, of Yarmouth, Massachusetts, member of congress for several years and also lieutenant governor of his state.

Upon her death Mrs. Joy left the following children: Sarah Reed, who married Dr. Edward W. Jenks, both of whom have passed from life; Martha Alger, who married Henry A. Newland, both of whom were killed in a railroad accident; and James Joy.

Mr. Joy's second wife was Miss Mary Bourne, of Hartford, Connecticut, and the children of this union were: Frederic, who died in 1893; Henry Bourne, who is at the head of several large business interests in Detroit, among them being the Packard Motor Car Company; and Richard Pickering Joy, who is president of the National Bank of Commerce, of Detroit.

James F. Joy was summoned to the life eternal on the 24th of September, 1896, and his life on earth stands as perpetual voucher for nobility of character and of definite usefulness in the complex scheme of human activity and accomplishment.

HENRY P. BALDWIN.

No name is more honored in the history of Michigan than that of the subject of this brief memoir. His influence permeated the public life of the commonwealth, of which he became governor and which he later represented in the United States senate; his consecration and noble efforts as a churchman of the Protestant Episcopal church stretched forth until his name became familiar and revered by the clergy and laity of the church throughout the entire Union; he contributed in magnificent measure to the business and civic advancement of Detroit, where he maintained his home for more than half a century; and, above all and dominating all, was the personal exaltation of character which denoted the man in all the relations of his life. His was the faith that makes faithful, and this fidelity to duty in

every form is what made his character distinct, noble and inspiring. His lineage was one of distinguished and most interesting order, and greatly did he himself add to the honors of the name which he bore. Strong in his convictions but not intolerant, always firm in the right but with no room in his heart for revenge, compassion and pity dwelt with him as constant guests. Flattery could not cajole him into compromise nor power awe him into silence. His life, character and services are pre-eminently entitled to careful study, and this investigation can not but beget a feeling of objective appreciation, reverence and incentive. He well exemplified the truth of the statements that, "The bravest are the tenderest; the loving are the daring."

Henry P. Baldwin was born at Coventry, Rhode Island, on the 22d of February, 1814, and the eventide of the last day of the year 1892 witnessed the release of his spirit to the realm of the immortal, which gained added glory when this transition occurred. The direct genealogical line of Governor Baldwin traces authentically to Nathaniel Baldwin, who was of the staunch English Puritan stock and who took up his abode in Milford, Connecticut, in 1639. From this worthy ancestor the direct line touches Rev. Moses Baldwin, who had the distinction, in 1757, of being the first to receive a degree from the College of New Jersey, now known as Princeton University. Rev. Moses Baldwin was ordained to the ministry of the Presbyterian church and for more than fifty years he was incumbent of a pastoral charge at Palmer, Massachusetts, where his death occurred in the year 1813. John Baldwin, son of Rev. Moses Baldwin and named in honor of the founder of the American branch of the family, was born in Massachusetts, was graduated in Dartmouth College in 1791, and died in North Dartmouth, Rhode Island, in 1826. John Baldwin, father of the subject of this memoir, married Margaret Williams, daughter of Rev. Nehemiah Williams, who was a Harvard graduate and who was for a score of years pastor of the Congregational church at Brimfield, Massachusetts, where he died in 1796: he was

likewise a scion of staunch Puritan stock, having been a lineal descendant of Robert Williams, who settled at Roxbury, Massachusetts, in 1638. From these brief data it will be seen that the future governor of Michigan had much in his favor in an ancestral way. His natural heritage was that of culture and refinement, which few men have more beautifully exemplified throughout life as did he. He was afforded the advantages of the common schools of his native state and had entered upon higher academic studies when the death of both of his parents compelled him to assume the active duties and responsibilities of life, while he was still a mere youth. To those who knew him in later years came full appreciation of how admirably he rose above the educational deprivation of his early life, for he was a man of broad culture and erudition, having read wisely and well and having shown that ready power of assimilation which ever designates the receptive and sensitive temperament.

After leaving school Mr. Baldwin secured a position as clerk in a mercantile establishment, in which he was employed until he had attained to the age of twenty years, when he initiated his independent business career by opening a general store at Woonsocket, Rhode Island. It is natural to infer that his beginning was on a modest scale, but he was equipped with energy, and ambition, self-reliance and courage; practical experience and unswerving integrity of purpose,—the very essentials of definite success in temporal affairs. In 1837, three years after engaging in business at Woonsocket, he closed out his interests there and made a trip to the west. He visited Michigan, which was admitted to statehood in that year, and with marked prescience and judgment determined to number himself among the permanent residents of Detroit, in which embryonic city he located in the spring of the following year. Soon after coming to Detroit the future governor opened a small shoe store on Jefferson avenue, near Woodward avenue, in the center of the principal retail district at that time, and there he continued in the retail trade until 1851, when he expanded the scope of the

enterprise into a jobbing business, which grew to be one of the largest and most important of the sort in the west and through which Mr. Baldwin laid the foundation for his ample and well earned fortune. He continued his active connection with the business until 1860 and retained his interest in the same until 1878, when he retired, having been identified with the enterprise, of which he was the founder, for the long period of forty years. He gained prestige as one of Detroit's most progressive and substantial business men, achieved a noteworthy success and left an unsullied reputation when he finally withdrew from the domain of commercial pursuits. Here, indeed, as in all other relations of life, he "kept himself unspotted from the world."

To men of such character political history must ever owe a debt, for in this great arena of political affairs chicanery, subterfuge and malfeasance readily creep. As has been well said of him in this connection, by Right Rev. George D. Gillespie, the venerable and honored bishop of the diocese of Western Michigan (Episcopal): "Even in politics, that common field of urgent criticism and calumny, he had only honorable mention." In 1860 he was elected to a seat in the state senate, serving during 1861-2,—the crucial period which marked the opening of the civil war and which taxed to the utmost the political powers of the state. Incidentally he was chairman of the finance committee and the committee to whom he was assigned charge of the improving of the Sault de Ste. Marie canal, the chief work of internal improvement then in charge of the state. He also served as a member of the committee on banks and corporations, and was an effective and valued worker both on the floor of the senate and in the deliberations of the committee rooms. His success here but presaged that which was to be his in more exalted public offices. In 1868 he was the candidate of the Republican party for the office of governor of Michigan, being elected by a splendid majority and being chosen as his own successor two years later. Of his labors as governor Farmer's history of Detroit and Michigan has spoken as follows: "The

period of his incumbency was marked by the establishment and improvement of several public enterprises. He assisted materially in the advancement and broadening of the scope of the state charities. He founded the state public school for dependent children, which is a model of its kind. He also secured the permanent organization of a commission to supervise the state charities and penal institutions. He recommended the establishment of the Eastern insane asylum, the state board of health and the state house of correction. He obtained appropriations for the enlargement of the university and was instrumental in the erection of the elegant state capitol building, at Lansing. He not only recommended the appropriation for its construction, but the contracts for all the work were let under his administration, and he appointed the building commission under whose direction and supervision the capitol was begun and completed. During his last term the fire of 1871 destroyed the city of Chicago, and other fires swept, with devastating consequences, through the state of Michigan. Governor Baldwin issued a call to the state of Michigan on behalf of the western metropolis, and it is a matter of history that that call was nobly answered. Soon afterward he issued a similar appeal in aid of the people of his own state and supplemented it with such admirable and systematic methods for the collecting of donations and administering relief, that within three months he was enabled to make the gratifying public announcement that no further aid was needed."

Within the limits necessarily prescribed for a sketch of this character it is impossible to offer full details concerning the public career of Governor Baldwin; indeed, the record is a very part of the history of the state itself, and to that generic source reference should be made for a comprehensive review of his efforts and accomplishment in the sphere of high public service. In 1876 he was elected delegate at large to the National Republican convention, and in 1879, upon the sudden death of Hon. Zachariah Chandler, Michigan's brilliant representative in the United States senate, Mr. Bald-

win was almost uniformly recognized as his legitimate and logical successor, and there was hearty public commendation when Governor Croswell appointed him to the vacant seat. Senator Baldwin's term of office was brief, covering two sessions of congress. But there, as elsewhere, he was methodical, industrious and far-seeing. He did excellent work in behalf of his state as a member of the committee on commerce and inaugurated the legislation, which gave to Detroit its present magnificent federal building. While a member of the senate he was elected chairman of the Republican state central committee, and served in that position during 1880-1.

What the Protestant Episcopal church in Detroit and Michigan owes to Governor Baldwin never can be expressed in words, and few laymen have been more prominent and influential in the work of the church at large than was he. In a memorial address delivered by Hon. William R. Bates at a joint convention of the two houses of the state legislature, February 28, 1893, the following pertinent sentiments were uttered:

"As a churchman Governor Baldwin was known and respected wherever the Episcopal church existed in this country, for all his long life he was most intimately connected with church work and had the confidence and personal friendship of the bishops and clergymen of that faith. He was one of the fathers of the Episcopal church in Detroit, always active in her interests and always liberal—far beyond his means in some instances, for Governor Baldwin never was a millionaire—and when he donated the ground and later furnished most of the money for the beautiful St. John's church in Detroit, it was taken from his capital. Over twenty years ago when he retired from active business, (he retired in 1861 but his name was retained in the business until 1878) he made a rule to spend all of his income each year, and a very large proportion of it went to aid struggling churches and indigent church people. His aid was not confined to the church; to others he was liberal to a fault; as Burke said of Herbert, he 'remembered the forgotten.' He was a studious

man and read much. As a traveler he had visited nearly every land, and his reminiscences were very interesting." From the age of twenty-seven years until his death Governor Baldwin represented his parish in the diocesan conventions and was also a member of the standing committee. In 1844, at the age of thirty, he was elected a deputy to the general convention of the church, and he served in that capacity at every succeeding convention until he closed his long and distinguished service with that of 1892, the year of his death. In a tribute offered to his memory by Right Rev. Thomas F. Davies, bishop of the diocese of Michigan, appear these words: "There was something almost sublime in his fidelity to duty. Of slight figure and delicate constitution, he was often prostrated by severe illness and could never be called a strong or vigorous man. But his resolute will triumphed over the weakness of his body, and again and again he would surprise his friends by being at his post of duty when most men would have deemed it an impossibility to make the exertion." Soon after his locating in Detroit Governor Baldwin became a vestryman and later became a warden of St. Paul's church, then representing the only local parish, and in 1858 he was the foremost in the founding of the new parish of St. John's, of which he was a warden thereafter until his death, loved and revered by all church folk in his home city and state. At the time of his demise the entire state mourned the loss of one of its most honored citizens, and the various organizations with which he had been or was at the time identified passed resolutions of memorial tribute, while the people of his home city manifested a deep sense of personal bereavement. A strong, true, noble man, it is certain that "his works do follow him."

Governor Baldwin was prominently identified with banking history in Detroit, and to his wisdom and administrative ability the financial stability of the city was largely due in many crucial periods. In all that made for the social, and civic advancement of Detroit he maintained an abiding interest and his aid was given liberally to those enterprises representative of the high civic ideals. Henry Porter

Baldwin died on the 31st of December, 1892, and none better merited the "peace that passeth all understanding."

Governor Baldwin was twice married, his first union having been with Harriet M. Day, of Pawtucket, Rhode Island, whom he wedded about the year 1835 and whose death occurred in 1865. Of their several children only one attained to years of maturity, Percy Baldwin, who became the wife of Lieutenant George W. Rose, of the United States Army, and whose death occurred in 1896. In 1866 was solemnized the marriage of Governor Baldwin to Miss Sibyl Lambard, of Augusta, Maine, and they became the parents of one son and three daughters. The son is deceased, and the daughters are: Sibyl, who is the wife of Harrison B. Wright, of Bala, Pennsylvania; Katharine, who is the wife of Walter P. Bliss, of New York city; and Mary L., who is the wife of Wyllys Terry, of New York. The only representative of the family in Detroit at the present time is the Governor's nephew and namesake, Henry P. Baldwin, with whom his relations were most intimate and paternal and who has assumed charge of many local interests formerly owned by the subject of this tribute. Of him individual mention is made on other pages of this work.

FREDERICK BUHL.

Within the pages of this publication will be found mention of those representative citizens who have been the founders and builders of Detroit, and among those meriting a place of distinction is the subject of this memoir, who was one of the pioneer merchants of the city and who was a citizen of sterling worth, holding a commanding place in the esteem and confidence of the community in which were centered for so long a period of years his various interests. He was a man of forceful individuality and played a large part in the business affairs of the Michigan metropolis, with whose annals the name is most conspicuously identified, both through his life and labors and those of his brother, the late Christian H. Buhl, as well as by reason of the standing of the pres-

ent generation in the civic and business life of the city.

Mr. Buhl was a native of the old Keystone state of the Union, having been born in Butler county, Pennsylvania, on the 27th of November, 1806, and being the second son in a family of eleven children. His parents were of sturdy German ancestry and the Buhl family was founded in Pennsylvania in the colonial epoch. The parents were natives of the kingdom of Saxony, Germany, where they were reared to maturity and they immigrated to America prior to their marriage.

Owing to the conditions and exigencies of time and place, the subject of this review was afforded but meager educational advantages in his youth, but his strong natural mentality and his keen powers of observation and assimilation enabled him to effectually overcome this early handicap. At the age of sixteen years Mr. Buhl left his native county and went to Pittsburg, Pennsylvania, for the purpose of learning the jeweler's trade, but his health became precarious and he did not long follow this vocation. In 1833 he came to Detroit, having first gone to Chicago, with which place he was not favorably impressed. In Detroit he entered into partnership with his brother, Christian H., of whom individual mention is made in this volume. They here engaged in the fur and hat business, building up a most flourishing enterprise, and the firm of F. & C. H. Buhl continued in existence for more than twenty years. Their operations in the handling of furs steadily broadened and strengthened and eventually covered the entire northwest. In 1842 they joined the successors of the American Fur Company in the purchasing of furs throughout Canada and the states bordering on the Great Lakes, and they carried on a very extensive and profitable business under the original firm name until 1855, when Christian H. Buhl retired, to enter the hardware business. Thereafter Frederick Buhl continued the business in an individual way, becoming one of the largest shippers of furs in the country, as well as an importer and manufacturer of furs. The enterprise was conducted under the title of F. Buhl & Company and the

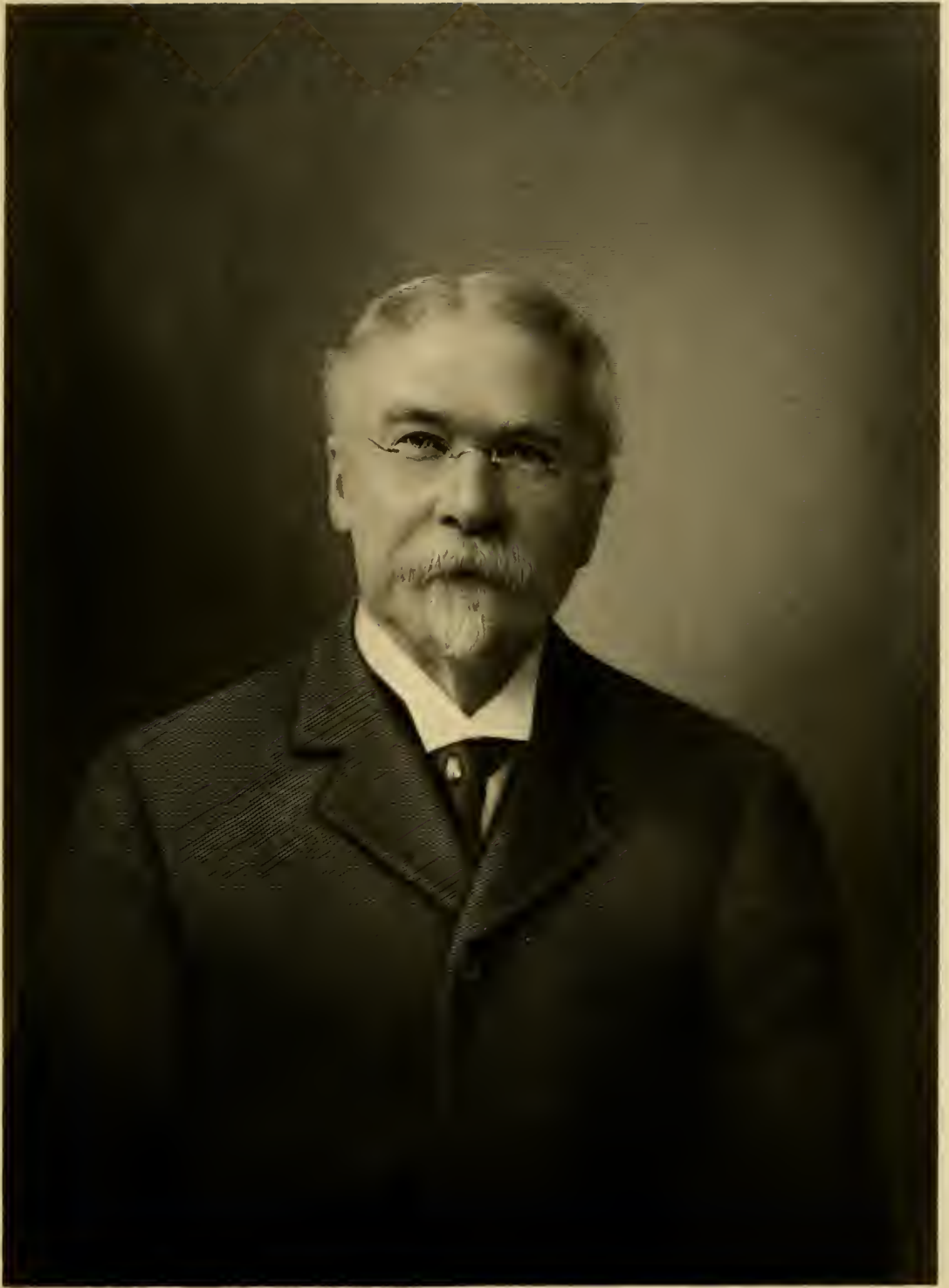
concern gained a wide reputation for reliability and for the great scope of its operations. Mr. Buhl severed his active association with the business in February, 1887, when he sold his interest in the same to his son Walter, after which time the industry was conducted under the name of Walter Buhl & Company until 1898, when the business was sold to Edwin S. George.

Frederick Buhl was a man of great business sagacity and of most progressive ideas, and as a citizen he stood for all that was useful and loyal, taking an abiding interest in all that made for the advancement and material and civic prosperity of Detroit. He served his city as mayor in 1848, and the record of his administration is one which lends perpetual honor to him and to the municipality. He was one of the original directors of the Merchants' Exchange and Board of Trade, which was organized in 1847, and was active in its work, as was he also in other organizations whose object was the promotion of the business and social interests of Detroit. He was a member of the directorate of the State Bank for a number of years, and was a director of the Second National Bank of Detroit at the time of his demise. He was prominently identified with the providing of street-railway facilities in the city and was for some time president of the Fort Wayne & Elmwood Railway Company. He rendered valuable service as president of Harper Hospital, one of the noble institutions of Detroit, and his contributions to the same were munificent. His political allegiance was given to the Republican party and his religious faith was that of the Presbyterian church, of which he was a zealous and consistent member, having been for many years an elder in the Fort Street Presbyterian church. He was a man of clean mind, clean heart and consequently clean life, so that his influence was beneficent in whatever direction it was exerted. Mr. Buhl's death occurred on the 12th of May, 1890, and the record of his life and labors merits a place of honor in every publication whose province is the consideration of those men who have been factors in the best business and social life of Detroit.

In 1836 was solemnized the marriage of Frederick Buhl to Miss Matilda Beatty, who, like himself, was a native of Butler county, Pennsylvania, and whose death occurred on the 1st of March, 1884. They became the parents of five children, concerning whom the following brief record is given. Frederick A. enlisted at the inception of the civil war, became captain of his company in the First Michigan Volunteer Infantry, and served as such until he received the disabling wound which resulted in his death, at Annapolis, Maryland, September 15, 1864: he was wounded in the groin at Gettysburg, was mortally wounded at Shepardsstown and died at the age of twenty-one years. Walter Buhl is now living retired in Detroit. Frederica is the widow of James H. Ford, who was a representative business man of Detroit. Grace is the widow of Addison Moffat. Harry C. died, leaving two children.

JAMES McMILLAN.

In tracing the history of lives conspicuous for their achievements, the most interesting feature of the study is to find the key to the problem of their success. The more critically exact this study becomes, the more convincingly certain it is that the key is in the man himself. Usually men who achieve most, do it against the very obstacles before which other men succumb. They gain it not more through special gifts than from the rallying of every gift and the full equipment of mind and body into the service of their purposes. The late Senator James McMillan, of Detroit, illustrated in a very marked degree the power of concentrating the resources of the entire man and lifting them into the sphere of high achievement; of supplementing brilliant natural endowments by close application, impregnable integrity and marked tenacity of purpose. Along the manifold lines in which he directed his splendid energies and abilities,—as a business man, as a citizen and as a statesman,—he made of success not an accident but a logical result. Not yet have sufficient years elapsed since he was called from the scene of his fruitful labors, to enable us to gain a clear



James M. Kullau

definition of the perspective of his life and thereby determine the full benefits of his services to the world. He was much to Michigan, even as Michigan was much to him, and in private life and exalted public office he was ever mindful of the claim of his home city and state. No work touching the lives of those who have been potent in connection with the upbuilding of Detroit can be consistent with itself without rendering a large measure of grateful recognition to him who is the subject of this brief memoir.

James McMillan was a scion of most sturdy Scottish lineage, and in his character exemplified many of the sterling characteristics of the race from which he was sprung. He was born in Hamilton, province of Ontario, Canada, on the 12th of May, 1838, and his death occurred in the city of Detroit on the 10th of August, 1902, at which time he was a member of the United States senate. He was a son of William and Grace McMillan, who were born and reared in Scotland, where their marriage was solemnized and where they continued to reside until 1836, when they immigrated to America, with the intention of establishing a home in the state of Illinois. En route, however, they visited friends in Hamilton, Ontario, and finally decided to make permanent location in that city. Of the father of Senator McMillan the following has been written: "William McMillan was a man of exceptionally strong and symmetrical character and of the highest integrity. His business interests were wide and his identification with many important enterprises made his name well known throughout Ontario." He became specially interested in railway business, and from the inception of the Great Western Railway until his death, in 1877, he was connected with the same. He prospered in his business and was prominent in civic and church affairs. The McMillan home, if somewhat stern in discipline, after the fashion of those days, was one of comfort, intelligence and piety. The mother of Senator McMillan survived her honored husband by several years and both were laid to rest in Hamilton.

James McMillan was afforded the advantages of the Hamilton Grammar School, a

preparatory institution maintained as a virtual adjunct of Toronto College, and in this school he was favored in having as an instructor Dr. Tassie, an educator of marked ability and high reputation. The natural inclinations of the youth, however, were in the direction of a business career, and after receiving good practical training in the school mentioned, he voluntarily withdrew when but fourteen years of age, in order that he might initiate his business career. He secured employment in a hardware establishment in his native city and there devoted four years to learning the details of the business.

In the year 1855 James McMillan, then seventeen years of age, came to Detroit from Hamilton, Ontario. Upon his arrival in the Michigan metropolis he presented letters of introduction to several of the influential merchants of the city, and with one of these he forthwith secured a place in the line of business to which he had been trained. Later, through the influence of his father, the young man became purchasing agent of the Detroit & Milwaukee Railroad. This place he gave up for a time, in order to accept a highly responsible position with the railroad contractor who was finishing the western portion of that road. In 1864 his business ability led a firm of car builders in Detroit to seek him for a partner in their slender enterprise. The late John S. Newberry also joined in the partnership, and under Mr. McMillan's active and energetic supervision the Michigan Car Company grew to be one of the great manufacturing concerns of the country, putting forth branches like the Detroit Car Wheel Company, the Detroit Iron Furnace Company, the Baugh Steam Forge Company, and the Detroit Pipe & Foundry Company,—in all of which establishments between five and six thousand men were employed.

One success leading to another, vessel building at the Detroit Dry Dock Company's works, passenger transportation between Cleveland, Detroit and Mackinac and further lake transportation by means of fast freighters, felt the controlling hand of Mr. McMillan. He was also the leading spirit in the semi-political

railroad project to link the upper peninsula of Michigan to the lower by the road that is now the Duluth, South Shore & Atlantic; and it was his energy and money that carried the enterprise through, after death had removed several of his associates and when other obstacles seemed for a time insuperable. Of this road Mr. McMillan was president at the time he entered the United States senate, and he resigned the office shortly afterward. Always ready to take hold of new enterprises, like the introduction of the telephone in Michigan and natural gas in Detroit, there never was a time that Senator McMillan did not have leisure for social pleasures or money for charity and philanthropy. Extensive foreign travel aided in cultivating a naturally refined taste and led him to take a deep and intelligent interest in the Detroit Museum of Art, of which institution he was president for several years.

Prompted by that appreciation and generosity which were a part of his very nature, Mr. McMillan gave to the University of Michigan a comprehensive Shakespeare library, and built for the Presbyterian students at that institution a fine hall, to be used in connection with theological training. He also erected a large dormitory at the Mary Allen Seminary, an institution for the education of colored girls, at Crockett, Texas; and to Albion College, a Methodist Episcopal institution, at Albion, Michigan, he gave the splendid chemical laboratory building which bears his name. As the result of a careful consideration of the needs of his home city, he planned a free hospital for Detroit, and, in association with his partner, the late John S. Newberry, erected the Grace Hospital, on land set apart for such purpose by the late Amos Chaffee. The hospital was later amply endowed by Mr. McMillan and others, and he was its president at the time of his death. His private benevolences were large, but invariably discriminating and unostentatious, and his influence and aid were given most generously to all objects making for the progress and prosperity of Detroit.

Mr. McMillan ever gave an unqualified allegiance to the Republican party and was an able exponent of its principles and policies.

His rare faculty of gaining and retaining the good will and esteem of men led Hon. Zachariah Chandler to secure his aid on the state central committee of the party, and years later, in 1886, when the party was very much in need of his services, he became chairman of that committee,—a position which he held almost continuously until he declined a reelection, in 1896. In recognition of these services, implying the successful maneuvering of forces in the various campaigns, the Republicans of the legislature in 1889 unanimously selected Mr. McMillan as United States senator, and in 1895 he was re-elected to the senate by a unanimous vote in the legislature, as a mark of the appreciation the state had for his effective work in this distinguished office. He was elected for a third term and was a member of the senate at the time of his death.

In the national senate Mr. McMillan's love of work and his ability to deal comprehensively with questions of detail, were of decided advantage on the committees of commerce, post-offices and post-roads, naval affairs, and, especially, on the District of Columbia committee, in the chairmanship of which last he succeeded Senator Ingalls. At the same time his familiarity with the great industries of Michigan enabled him to be of service to his state, particularly when river and harbor matters were under consideration. He continued in the harness until his death, and his term in the senate would have expired in 1907. His was a valiant soul, and the battle of life brought to him high honors worthily achieved. His was a strong character and one whose influence is ever widening in the lives of those whom it touched.

Upon entering the senate Mr. McMillan relinquished the active management of much of his business to his elder sons, and thereafter he gave his time and thought mainly to his senatorial work, though still maintaining his familiarity with and control over a very large group of enterprises. In Washington, as in Detroit, Senator and Mrs. McMillan became no inconsiderable portion of the city's social life, and their home in the national capital became the center of a quiet but distin-

guished hospitality. Since the death of her husband Mrs. McMillan has passed much of her time in Washington, where she still touches most graciously the social life of the capital, but she retains her affection and love for Detroit, a city endeared to her by the hallowed associations and memories of past years, and here she passes a portion of each year. In the year 1860 Mr. McMillan was united in marriage to Miss Mary L. Wetmore, daughter of C. P. Wetmore, a representative citizen of Detroit, and of their six children three sons and one daughter survived their honored father. Since his demise one of these sons has been called to the life eternal. All of the sons were graduated in Yale University. Following are brief data concerning the children: William C. McMillan died February 21, 1907, leaving a widow and two children,—James T. McMillan and Doris McMillan. Grace (McMillan) Jarvis died in 1888, leaving one daughter,—Grace McMillan Jarvis. James Howard McMillan died in 1902, leaving one daughter,—Gladys McMillan. Amy McMillan is now Lady Harrington, of England. The two surviving sons are Philip H. McMillan and Francis W. McMillan.

JACOB S. FARRAND.

He who serves is royal. We can not afford to hold in light esteem those who have wrought nobly in the past, nor fail to accord honor to those who have given an heritage of worthy thoughts and worthy deeds. Among those who have stood as distinguished types of the world's workers, none is more worthy of mention than Jacob S. Farrand, who wrote his name large upon the social and business history of Detroit and the state of Michigan and whose life was characterized by signal purity of purpose and a high sense of his stewardship. He was a typical American citizen, thoroughly in harmony with the spirit of the republic, making the most of his own opportunities and working his way upward to success and to all that is desirable and ennobling in life.

Jacob S. Farrand was born in Mentz, Cayuga county, New York, on the 7th of May,

1815, and his death occurred at his home in Detroit, at five o'clock in the afternoon of April 3, 1891. He was a son of Bethuel Farrand, who was a blacksmith and farmer in the old Empire state and who was of staunch French-Huguenot lineage. Bethuel Farrand came with his family to Detroit in 1825, more than a decade before Michigan was admitted to the Union, having secured the contract for installing a primitive system of waterworks in this city, which was then a frontier town. The family arrived in Detroit in May and in the following autumn removed to Ann Arbor, where the father was eventually chosen the first probate judge of Washtenaw county. In Ann Arbor the subject of this memoir, who had previously attended the common schools whenever opportunity afforded, first became identified with that line of business in which it was his to rise to a position of prominence and great success. When but twelve years of age Mr. Farrand secured employment in a drug store in the little village of Ann Arbor, and the next year he carried the mail on the usually execrable roads between that place and Detroit, making the trips on horseback. It may be said that he was one of those men whose minds are certain to develop in breadth and strength, no matter how few the specific educational advantages, and he effectually made good the handicap of early years in this respect. Reading, observation and close association with men and affairs brought to him a large and diversified fund of information, giving him a most mature and symmetrical mentality.

In 1830 Mr. Farrand took up his permanent residence in Detroit, where he became a clerk in the retail drug store of Rice & Bingham. Five years later, when but twenty-one years of age, he formed a partnership with Edward Bingham, of this firm, and engaged in the same line of enterprise. Within a short time thereafter he received appointment to the office of deputy collector of the port and district of Detroit, then including nearly all the United States shores of Lakes Huron and Michigan, and during the year 1841 he served as military secretary to the governor of Michigan, with

the rank of major. In 1845 Mr. Farrand engaged in the drug business at No. 80 Woodward avenue, and in 1859 the late Alanson Sheley came into the firm, which adopted the title of Farrand, Sheley & Company the next year, upon the admission of William C. Williams to the firm. In 1871 the title became Farrand, Williams & Company, upon the admission of Harvey C. Clark. In the meanwhile the concern had become one of the largest wholesale drug houses in the west, and the buildings, at the corner of Larned and Bates streets, erected in 1872, were conceded for many years to be among the largest and best equipped of all occupied by similar establishments in the entire Union. The annual business of the concern grew to be in excess of one million dollars, and Mr. Farrand continued a strong directing force in his house, under various changes in partnership, until the time when he was attacked with the illness which eventuated in his death. He was senior member of the firm of Farrand, Williams & Clark at the time of his demise.

Within the limits of a sketch of circumscribed order, as must necessarily be the one at hand, it is impossible to do full justice to the life and services of so active and successful a man as was Jacob S. Farrand, but it will not be incompatible to mention the more prominent of his associations aside from that to which reference has already been made: He was a director and for fifteen years president of the First National Bank; was one of the incorporators and vice-president of the Wayne County Savings Bank; for nearly a score of years was president of the Michigan Mutual Life Insurance Company; was a director of the Detroit Fire & Marine Insurance Company; treasurer of the Detroit Gaslight Company; for six years a member of the city board of education; member of the common council from 1860 to 1864, within which period he served one year as president of the body and for a short time as acting mayor; for a quarter of a century he was a member of the city board of water commissioners, of which he was long president; for eight years he was a member and president of the board of police commis-

sioners; was president of Harper Hospital, and Home and Day School governing boards, the Wayne County Bible Society and the Detroit Society for Sabbath Observance; trustee of the Eastern Asylum for the Insane, a state institution; for thirty-five years an elder in the First Presbyterian church of Detroit; commissioner to the Presbyterian general assembly in 1863, 1869, and 1873, and to the Canadian assembly for the last mentioned year; the Pan-Presbyterian council, in Edinburgh, Scotland, in 1877; and for many years he was receiving agent in Detroit for the American board of commissioners for foreign missions. These connections, even when thus briefly noted, indicate the activities of the man and the great scope and variety of his interests. He gave of his best in the furtherance of good government, of morality and the general uplifting of his fellow men. The generosity of a great heart animated him, and yet his judgment ever came into play in directing his benevolences.

At the time of his death memorial tributes from the various organizations with which he was identified were entered with every mark of appreciation, and to those permitted to know Mr. Farrand in a more personal and intimate way came a most poignant sense of personal bereavement when he was thus called from the scene of life's endeavors. His efforts in religious and charitable works were founded on deep convictions of duty, and, as has before been stated, he had a peculiarly high sense of his stewardship, especially after he had gained so large a measure of financial success. The causes of religion, temperance and general morality lay close to his heart, and he labored with all of zeal and enthusiasm to do good for others. It is needless to say that such a life was eminently characterized by unselfishness. As a citizen and business man he left an ineffaceable impress upon the history of his time, though ever modest in his attitude and tolerant in his judgment.

From an editorial appearing in the Detroit Journal at the time of the death of Mr. Farrand, are taken the following appreciative extracts: "His name, prominent in a score of

illustrious ways, was, in consequence of his long, upright and eminent business career, a household word in the state. In usefulness to the community he surpassed many another man who has filled loftier stations. Measured by the good he has accomplished, the evil he himself has forborne to do and has prevented others from doing, his life has been one of far more value than have the lives of men who have sought and obtained more prominent places and conspicuous honors. The lives of such men are public benefactions; their deaths public calamities. He deserves a public memorial whose usefulness rather than whose ostentation shall preserve his deeds as an example and incentive to his fellow men."

On the 12th of August, 1841, was solemnized the marriage of Mr. Farrand to Miss Olive M. Coe, of Hudson, Ohio. Olive M. (Coe) Farrand was born at Vernon, Ohio, April 12, 1821, a daughter of Rev. Harvey and Deborah (Eddy) Coe. On the maternal side she is descended from Samuel Eddy, son of Rev. William Eddy, of Cranbrook, Kent, England. Said Samuel Eddy was the first of the line to immigrate to America and his descendants figure prominently in colonial history. One of these, Lawrence by name, served through the war of the Revolution and shared in the privations at Valley Forge. In the paternal line also Mrs. Farrand is descended from staunch Puritan stock, and among her more immediate forebears was her great-great-grandfather, Samuel Coe, who was a soldier in the Seventeenth Regiment, Continental line. He took part in the battles of Roxbury and Bunker Hill, and, being promoted to a sergancy in Captain Champion's company, Third Regiment, Connecticut line, he participated in the capture of West Point, in the battle of White Plains and in the storming of Stony Point. He was honorably discharged August 18, 1778, after three years' service, and was pensioned as a sergeant.

Rev. Harvey Coe, father of Mrs. Farrand, was a graduate of Williams College and was the second home missionary sent from Connecticut to the Western Reserve. He was one of the founders of Western Reserve College,

formerly located at Hudson, Ohio, and now established in the city of Cleveland, and was one of its trustees as long as he lived. Of a scholarly temperament, and thoroughly equipped as to mental, moral and physical qualities, he was an important factor in the religious, educational and social development of Ohio. Inheriting the deep religious convictions of her ancestors and having a strong character and charming personality, Mrs. Farrand came to Detroit and to her new home admirably fitted for the responsibilities she was about to undertake. With her husband she united with the First Presbyterian church, gave it the loving services of her best years, and is today the oldest member of the organization. Identified with all of the many social, charitable and religious societies of the church for so long a period, and with the Protestant Orphan Asylum and other philanthropic institutions of the city, and holding a secure and positive place as the central figure of an ideally happy home, she won and has retained the admiration and confidence of all who have come within the sphere of her gentle and gracious influence.

Concerning the children of Mr. and Mrs. Farrand the following brief data are entered: William R. is one of the interested principals in the Farrand Company, of Detroit, and has other important capitalistic interests; Jacob S., Jr., is an interested principal in the wholesale drug house of Farrand, William & Clark, and Olive C. is the wife of Richard P. Williams, likewise a representative business man of Detroit. An older daughter, Mary C., became the wife of Rev. James Lewis, a Presbyterian clergyman, and her death occurred December 3, 1889, at Joliet, Illinois.

LEWIS DAVENPORT.

The subject of this brief memoir was a pioneer business man and an important citizen of Detroit in the early days. He was familiarly known as Captain Davenport, owing to his prominent identification with local marine affairs.

A scion of a family founded in America in the early colonial days, Lewis Davenport him-

self was a native of Petersham, Massachusetts, where he was born on the 20th of May, 1795, being a son of John and Eunice (Hawk) Davenport, both of whom were likewise born in Petersham.

The founder of the family in America was Thomas Davenport, who came from Weymouth, England, on the ship "Abigail," reaching Salem, Massachusetts, September 6, 1628. He became a large landholder in Dorchester, which is now the city of Boston, and was a man of influence in the community. He served as freeman in 1642 and as constable in 1670. His death occurred November 9, 1685. Of his nine children the next in order of direct descent to the subject of this memoir was Charles Davenport, who was born in Dorchester, Massachusetts, September 7, 1652, and who died February 1, 1720. Charles Davenport married Waitstill Smith, and they became the parents of eight children. He served as selectman from 1700 to 1714, and held other offices of local trust, besides serving as an ensign. The next in order of direct descent was Charles Davenport, born in Dorchester, February 15, 1700. His son Thomas was born at Worcester, Massachusetts, April 19, 1736, and died in Petersham in March, 1818, that state. He was a minute man at the inception of the Revolutionary war, serving eight days after the battle of Bunker Hill and later serving six months as a "coat man." His total term of service as a soldier in the struggle for independence extended from 1775 to 1778, and from July to September of the latter year he held the office of sergeant in his company.

His son John, the father of the subject of this memoir, was born July 31, 1761, in Petersham, and was reared to maturity in Massachusetts, whence he moved to the state of New York. In 1776 he served under General Bailey as one of the "Green Mountain Boys," at the inception of the war of the Revolution, and when he had attained to maturer years it was his to render valiant service as a soldier in the war of 1812, in which he was a member of Captain Pally's company in a command known as Forsythe's sharpshooters, from New York state. He removed from his native state

to Grand Island, Vermont, thence to Messena Springs, New York, and from the latter point to Green Springs, Ohio. He passed the closing years of his life at Winamac, Indiana, where he died in 1838, at the age of seventy-eight years.

Lewis Davenport was reared in New York and Ohio and received such advantages as were afforded in the common schools of his day. As a young man he came to Detroit, where he engaged in mercantile pursuits, to which he devoted his attention for a number of years, eventually extending his interests into other fields of enterprise. He established the first steamboat ferry between Detroit and Windsor. He owned and placed in commission for this service the vessel known as "The United," which was under command of Captain Jim Forbes for many years. Captain Davenport continued to be identified with the operation of the ferry line until his death, which occurred at his home in Detroit, on the 8th day of September, 1848.

On the 26th day of January, 1826, Captain Davenport was united in marriage to Miss Sarah Horner, a daughter of Archibald and Elizabeth (Thorn) Horner, the former of whom was one of the pioneer merchants of Detroit. Mrs. Horner was a daughter of Captain William Thorn, who commanded a British vessel on the Great Lakes during the war of 1812 and who died at Port Huron, Michigan, in 1842, at the patriarchal age of ninety-nine years. Mrs. Sarah (Horner) Davenport was born in the year 1810, and she survived her husband by three decades, her death occurring October 22, 1879. She was a woman of high character and many virtues. She lived a romantic life among the early settlers and the Indians, was married very young, and lived to occupy a conspicuous place among the noble Christian women of Detroit, with children and grand-children gathered about her.

A brief record of the children which grew to maturity of Lewis and Sarah (Horner) Davenport is as follows: Anna became the wife of Dr. George B. Russel, a distinguished physician, and died June 8, 1888, (a memoir of Dr. Russel is published in this work); Lewis

Davenport was a practicing physician, and died October 22, 1879, the same day as his mother; Sarah married Henry A. Wight, a prominent lumber merchant of Detroit, and died September 6, 1901; Matilda C., who now resides in Detroit is the widow of General John A. King, United States Army, a soldier whose name is honored in the history of the state and nation.

CHARLES A. DUCHARME.

An enormous amount of vital strength has been used in the upbuilding of the city of Detroit, and this dynamic or energizing force has been the means through which the name and prestige of the city and the state have been carried to the furthestmost corners of the world. The industrial growth of the Michigan metropolis has been on the whole one of somewhat slow but substantial order, but within the past decade the advancement has been almost marvellous, though it stands as the diametrical result of the combined efforts and powers of its representative business men, among whom the subject of this sketch occupies a prominent and secure place, being second vice-president and secretary of the Michigan Stove Company, the most gigantic concern of the sort in the world, throughout the most diverse sections of which its trade penetrates. Mr. Ducharme is a son of the late and honored pioneer of Detroit, Charles Ducharme, a tribute to whose life and services appears on other pages of this work, so that a further review of the family history is not demanded in connection with the present article.

Charles Albert Ducharme has well upheld the prestige of the name in his native city and here his capitalistic interests are of varied order and of distinctive importance, even aside from that represented by the company just mentioned. He was born in Detroit, on the 22d of September, 1858, and in addition to the beneficent influences and surroundings of a home of unequivocal culture and refinement, he early began to take advantage of the public schools, in which he secured his rudimentary educational discipline. This was supplemented by thorough study in Patterson's private

school, Detroit, in which excellent institution he remained during seven school years. Later he was for some time a student in the Michigan Military Academy, at Orchard Lake, and after leaving the same he was given the broadening advantages of nearly a year of travel in Europe.

On the 4th of August, 1879, he became a clerical employe in the offices of the Michigan Stove Company, of which his father had been one of the founders and the first president, and he has ever since been actively identified with the business. On the 28th of September, 1882, he was elected purchasing agent of the concern; on the 17th of January, 1887, was advanced to the responsible position of secretary; and on the 26th of January, 1903, while retaining the office of secretary, he was also made second vice-president, of which two positions he has since continued the incumbent. His influence in connection with the upbuilding of this giant industrial enterprise has been of no indefinite type and he has developed the most admirable powers of generalship and administrative finesse, so that he stands unequivocally as one of Detroit's veritable captains of industry, as well as one of her most loyal citizens. The "Greater Detroit" to Mr. Ducharme symbolizes what he knows is possible of accomplishment and his aid and co-operation have been and continue to be given in the promotion of those measures and enterprises which are conserving the advancement of the city to a still higher position as a commercial and industrial center. He is a member of the directorate of each the Union Trust Company, the People's State Bank, the Detroit Fire & Marine Insurance Company, and the Ireland & Matthews Manufacturing Company. He gained much by financial inheritance but has amplified and extended his interests through personal effort and executive force, having various other capitalistic investments in addition to those already mentioned and being the owner of valuable realty in his native city and elsewhere.

Though never a seeker of public office Mr. Ducharme has the fullest measure of civic pride and appreciation and in politics he gives allegiance to the Republican party. Socially,

as in business, his position is a secure and admirable one, and he is identified with various local organizations of a representative character, including the Detroit Club, the Yondotega Club, the Country Club, the Detroit Automobile Club and the Huron Mountain Club, of which last he is a director. In a less localized way he is a member of the Society of Sons of the American Revolution and of the Society of Colonial Wars in the State of Michigan, of which latter he was one of the organizers, serving several years as its secretary.

On the 8th of June, 1881, Mr. Ducharme was united in marriage to Miss Caroline B. Philbrick, daughter of Elbridge G. and Mary (Packer) Philbrick, of Detroit, and the two children of this union are Charles B., who was born July 29, 1882, and Harold, who was born May 22, 1884.

DAVID WHITNEY, JR.

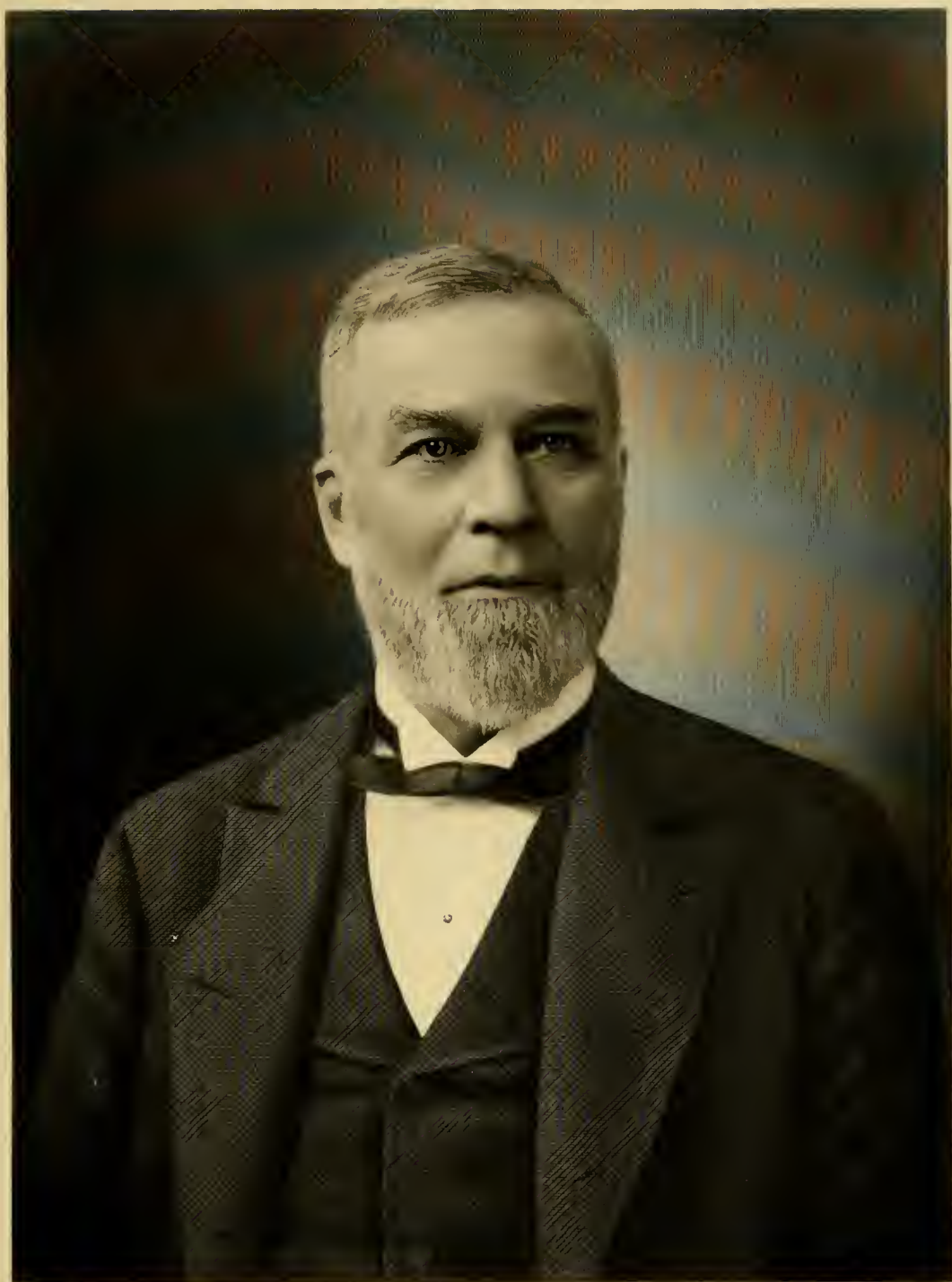
"He coveted success but scorned to attain it except through industry and honest means. He acquired wealth without fraud or deceit, and the results of his life are full of inspiration to the rising generation." These are significant words, and they were written concerning the subject of this memoir at the time of his death, which occurred on the 28th of November, 1900. He was a dominating factor in connection with the material development and progress of the city of Detroit and the state of Michigan, and no shadow rests upon any portion of his career now that he has been called from the scenes and labors of this mortal life. His success, and it was great, was largely attained through his connection with the lumbering industry, and he was essentially the architect of his own fortune. He was reserved and reticent, never courting or desiring public notice, and evading the same by every legitimate and courteous means. But now that a perspective view of his career in its entirety may be gained, it is but consistent that at least a brief record of his life history be entered in a work of the province assigned to the one at hand.

David Whitney, Jr., was born at Westford,

Massachusetts, on the 23d of August, 1830, and his parents were likewise natives of the old Bay state, where the respective families were early founded. He bore the full patronymic of his father and retained the "junior" after his name ever after his father's death,—perhaps as a mark of perpetual honor to the latter. David Whitney, Sr., was a man of energy and resourcefulness, sturdy in the rectitude of his character and endowed with that capacity for consecutive application which ever designates the true New England type. He was the owner of a good farm and was also interested in lumbering and brick-making on a small scale. He was a man of prominence and influence in his community.

The subject of this memoir was reared under the invigorating discipline of the farm, from whose fields and forests have come some of the strongest characters in our nation's history, and his early educational training was secured in the common schools. From his boyhood he knew labor, and during the entire course of his life he never failed in appreciation of its dignity and value, realizing that skilled hands and industry constitute the master key of success and progress. Upon attaining to his legal majority Mr. Whitney left the farm and became clerk for a lumber firm which conducted a yard and box factory. He remained with this concern three years and within this period he gained considerable experience which proved of value to him in his later business career. At the time of his resignation he was superintendent of the business, and after his retirement he instituted an independent career in connection with the lumber industry.

Mr. Whitney's success in these earlier years had not been of spectacular order but rested upon the firm foundation of energy, integrity and work. In 1857, at the age of twenty-nine, Mr. Whitney came to Detroit, and from the time of his arrival he was a member of the firms of C. & D. Whitney, Jr., and Skillings, Whitney Brothers & Barnes, in each of which concerns his brother Charles was an interested principal: the headquarters of the two firms were maintained in the east. He assumed per-



S. Whitney Jr.

sonal charge and management of their western business, which consisted principally in buying and shipping lumber and the purchase of pine lands and logs. For a time the two firms were numbered among the largest lumber dealers in the Union, and the subject of this sketch had charge of the extensive operations in Michigan, Ohio and Pennsylvania, while his partners supervised the interests in the greater portion of the east, including Canada. In the late '70s each of these firms dissolved partnership, and thereafter David Whitney, Jr., gave his attention more largely to investing in pine lands, principally in Michigan and Wisconsin. He had the prescience to determine how great must be the eventual appreciation in the value of such properties, and he grew to be one of the most extensive lumber operators in the two states mentioned. He was interested in the manufacturing of timber products and became the owner of large tracts of valuable timber land, from the development of which he gained his position as one of the millionaires of Michigan. The history of the great lumber industry of this state leaves record of his great and masterful operations.

Throughout the major portion of his business career in Michigan Mr. Whitney also had large investments in connection with lake-marine transportation, having owned a large fleet of steam barges and consorts. His fleet was utilized principally in the lumber trade, but it also came into effective requisition in the shipping of iron ore from the Lake Superior ports to manufacturing and distributing centers on the lower lakes. He continued to be the holder of valuable timber tracts until his death, and also made large investments and improvements in Detroit realty. He was a stockholder and director in many banking institutions, and was also numbered among the stockholders of a large number of important industrial corporations, and was the owner of manufacturing plants in connection with the lumber industry. Mr. Whitney did much for Detroit in the development and improvement of his real-estate holdings and was never lacking in loyalty and public spirit of a practical order. He was a staunch supporter of the

cause of the Republican party and was a consistent member of the Presbyterian church, to whose support he contributed in liberal measure. In a thoroughly unostentatious way he also gave much to worthy charitable and benevolent objects and institutions, as well as to individual persons deserving of his aid and sympathy. His nature was strong and true, with perhaps a touch of austerity; he knew men at their real value and had no toleration of deceit or meanness in any of the relations of life. He did not come so largely to the attention of the public eye as did many of his contemporaries who accomplished less and who did less for the world, but he felt the responsibilities which wealth and success impose and ever endeavored to live up to those responsibilities, in the straightforward, undemonstrative way characteristic of the man. His name merits an enduring place on the roster of the honored and valued citizens of the state of Michigan.

ABRAHAM C. TRUAX.

The names and deeds of those who have wrought nobly in the past should not be allowed to perish, and it is in the making of perpetual record concerning such persons that a publication of this order exercises its supreme function. The name Truax is one which is ineffaceably traced on the history of Detroit and the state of Michigan and which figures on the pages of our national history from the early colonial epoch to the present time. Strong men and true, gentle and gracious women, have represented the name as one generation has followed another upon the stage of life, and loyalty and patriotism have been in distinctive evidence, while the family escutcheon has ever been a symbol of integrity, honor and usefulness. In America there have been many distinguished citizens to upbear the prestige of the name, and not the least of these was Colonel Abraham Caleb Truax, the Michigan pioneer to whom this brief memoir is dedicated.

The Truax family in America is of French Huguenot extraction, and heraldic history shows that the family had been one of promi-

nence and influence in France. So far as authentic data bear assurance, the first of the name in America was Philippe du Trieux, whose name is found attached to a legal document recorded in "Dutch Manuscripts," volume II, page 27, in the archives of the department of the secretary of state of New York and bearing date of October 7, 1623. The name has undergone various changes in orthography and pronunciation during the long intervening years, and it is a singular fact that the descendants in the state of New York invariably spell the name Truax, while those of New Jersey usually designate the patronymic as Truex. The coat-of-arms of the family is preserved by the American branch and is most interesting in at least an heraldic sense. The motto is "*Bien faire et ne rien craindre*," and the summary of the device, as interpreted from the heraldic symbolism, is that a knight or warrior, known as Dutrieu de Terdonck, with the rank of a peer, represented with a stirrup suspended from his dexter hand, won victory while in the stirrup on the field of battle, and was rewarded, at different times, by a gold star of six radiating points. On the escutcheon this star appears thrice, and the place of honor is held by another reproduction of a stirrup.

The subject of this review was a lineal descendant of Isaac du Trieux, or Truy, son of the original Philippe du Trieux, and said Isaac was the founder of the branch of the family which was established in or about Schenectady, New York, in the seventeenth century. He was one of the first settlers in that locality, where he and his family were residing at the time of the burning of the town and the massacreing of its inhabitants by the French and Indians in 1690. He it was who escaped and bore the news of the tragic event to Fort Orange, on the site of the present city of Albany.

Abraham Caleb Truax was of the sixth generation in line of direct descent from Philippe du Trieux, and the specific record of the genealogy is summarized as follows: Son of Caleb and Fytje (Sophia) van Patten; of Isaac Abramse and Engel Beck; of Abrahamse and Christina de la Grange; of Isaac and

Maria Williamse Brouwer; and of Philippe du Trieux and Susanna de Scheene, or de Chiney.

Abraham Caleb Truax was born at Schenectady, New York, February 11, 1778. He was a cousin of Stephen Van Rensselaer, known as "the patron" of Albany, or Rensselaerwick, whose possessions, forty-eight miles long, and twenty-four miles wide, extended over three counties. As a small boy Abraham C. Truax was left to the care of an uncle in Schenectady, where he was reared to maturity, having most meager educational advantages and early familiarizing himself with hard manual labor. His father was an ensign, or sergeant, in Colonel Abraham Wemple's regiment during the war of the Revolution, and this is shown on the muster rolls in the state department at Albany, New York, from November 5, 1779, until October 29, 1781.

Mr. Truax is supposed to have arrived in Detroit in the opening year of the nineteenth century, nearly forty years before the admission of Michigan to the Union. He made the trip overland, by the way of Canada, and after locating in Detroit he followed various lines of business enterprise possible in the pioneer community, accumulating some means and investing the same largely in local realty. Concerning the career of this sterling and sturdy pioneer we can not do better at this point than to quote from an article prepared by his grandson, Elliott T. Slocum, who is one of the representative citizens of Detroit and who is the subject of a specific sketch in this volume:

"In 1812, when war was declared against Great Britain, being imbued with that spirit of patriotism which throbs the breast of every true, loyal Huguenot, he shouldered the old flintlock musket in defense of his native country. He was with General Hull at the time of the surrender, and later, for meritorious conduct, he was commissioned captain, by General Cass, and in 1838 was commissioned colonel by Governor Stevens T. Mason. After peace had been declared he resumed his former vocation, with which the ravages of war had made havoc. On May 30, 1809, he purchased of Elijah Brush, for three hundred dollars, a strip of ground on Jefferson avenue, between Wayne and Shelby streets, where stood the

new part of the Michigan Exchange and the store next to it on the west. About 1813 he erected on said ground a building which for those days was one of the best in Detroit, and which for many years was known as the Truax building. On May 11, 1815, he sold the same to James May, for two thousand nine hundred dollars.

"In 1817 he had established himself—against the opposition of many friends—upon a plat south of Detroit, and on the Detroit river, and this, after being surveyed into streets and village lots, offered superior inducements to buyers and builders alike. Thus, from a former chaotic wild, arose the flourishing and beautiful village of Truaxton, now Trenton, Wayne county, Michigan. He was the first white settler to erect a house in that locality and was known as a successful Indian trader.

"Later in life he occupied many prominent federal and municipal offices. He was a progressive business man, richly endowed with that sterling quality of integrity which commanded respect and love from all who knew him.

"The chaotic wilds, prior to the advent of Truax,
Are changed since his hand leveled th' woodlands.

With axe and with adze he formed th' timbers
To build the first house as a home for th' white man.

Th' loom took th' place of the bow and th' arrows;

Th' woodlands were cleared of th' red-painted savage,

And th' howl of th' wolf in th' forest is ended.

"The old Truax homestead, familiarly designated in its palmy days as the 'Tavern' or the 'Half-Way House'—between Detroit and Monroe,—was the best known old way-side inn in that section of the country. It was erected amid Indian wigwams early in the nineteenth century, by Abraham C. Truax, and stands today as

"An altar mark to a patriot's mind,
Whose sword, axe, adze and wedge combined,
Hewed, cut and raised, with a master pride,
This old-time homestead, and thus provided
For generations four."

On the 24th of February, 1817, Colonel Truax married Lucy Melinda Brigham, of Hanover, New Hampshire. She died October 8, 1838. They had four children, only two of whom reached adult age. A son, George B. Truax, died in Detroit in 1869, after a successful business life; and a daughter, Sophia Maria Brigham Truax, who was born June 14, 1818, at Truaxton (Trenton), Wayne county, Michigan, was married May 16, 1838, to Giles Bryan Slocum. She is still living, nearly ninety years of age, and spends her summers at the old homestead on Slocum's Island, and her winters in Detroit. She is a stately, gracious figure whose mind forms an indissoluble link between the pioneer epoch and the present day, with its opulent prosperity, and reverent affection is bestowed upon her by all who know her. In this connection reference should be made also to the sketch of the life of her honored husband, whose death occurred in 1884. Said sketch appears on other pages of this work.

Colonel Truax met his death by the explosion of the steamer "Vance," on the Detroit river, in 1844. His remains lie in Woodmere cemetery.

THOMAS W. PALMER.

Graven deeply and with marked distinction on the history of the state of Michigan are the name and works of Thomas W. Palmer, of Detroit, and now, venerable in years, he stands as an honored member of a striking group of men whose influence in the social and economic life of the nation has been of most beneficent order.

Thomas Witherell Palmer is a native of the city of Detroit, where he was born on the 25th of January, 1830, which date bears significant evidence of the fact that he is a scion of one of the pioneer families of the city and state. He is now the only survivor of the nine children of Thomas and Mary Amy (Witherell) Palmer. His father was born in Ashford, Windham county, Connecticut, on the 4th of February, 1789, and at the age of nineteen years, in company with his brother, who was two years his senior, he initiated his

independent career, as an itinerant merchant, —a vocation common to New England at that time.

In the year 1808 the two brothers, with a span of horses and a small stock of merchandise, left New England and made their way to western Canada, and later they made a permanent location at Malden, Canada, where they met with success and where they were residing at the time of the outbreak of the war of 1812. When the news of the initiation of the conflict became known in the village every American there, some fifteen in all, including the Palmer brothers, was arrested and imprisoned. Some took the oath of allegiance to Great Britain and were then released, but the Palmers and five others refused to take this action, in consequence of which they were retained in duress for five weeks or more, after which they were taken over the St. Lawrence river to Monguagon, whence they proceeded on foot to Detroit, which became a strategic point in the war, as history well records. After Hull's surrender of Detroit the Palmer brothers returned to Malden, on parole, and were there permitted to exchange their stock of merchandise for furs. They then returned to Connecticut, and a few months later they located at Canandaigua, New York, where they conducted a prosperous business until the close of the war, in 1814, at which time they had on hand a large stock of goods that had depreciated in value. Thomas Palmer proceeded to Canada with this stock, of which he disposed to advantage, after which he made his way to Detroit, where he made his advent June 16, 1815. Here he forthwith engaged in business, in which he continued in partnership with his brother, under the original title of F. & T. Palmer. Prosperity followed this venture until 1824, when the financial crisis forced their liquidation, though in time they paid one hundred cents on every dollar of indebtedness.

In the year 1828 Thomas Palmer acquired a large tract of pine land in St. Clair county, where he built a saw mill and opened a store, both of which he conducted for several years. In 1845 he acquired mining interests in the Lake Superior region, but as his operations in

this line were not profitable he returned to Detroit, where he continued to reside until his death, which occurred on the 3d of August, 1868.

In 1821 was solemnized the marriage of Thomas Palmer to Miss Mary Amy Witherell, daughter of Judge James Witherell, a native of Mansfield, Massachusetts, who had removed to Fairhaven, Vermont, in which state he had served as circuit judge and member of the legislature and from which he had been sent as a representative in congress. He enlisted in the Continental army when but sixteen years of age and served during the entire period of the war of the Revolution. In 1808 he took up his abode in Detroit, having been appointed a judge of the territorial supreme court by President Jefferson. Judge Witherell died in January, 1838.

Thomas W. Palmer, the immediate subject of this review, passed the first twelve years of his life in Detroit, where he received his rudimentary education, and he was then sent to the village of Palmer (now the city of St. Clair), named in honor of his father, where he entered the school conducted by Rev. O. C. Thompson. Upon leaving this preparatory institution he was matriculated in the University of Michigan, where he continued his studies for one year, at the expiration of which he was compelled to withdraw, on account of failing eyesight, and he passed a portion of the succeeding year on Lake Superior, where he was concerned with his father's mining interests. In the meanwhile he partially regained the strength of his eyes, and he again entered the university, but the application to his books brought about a revival of the same trouble, and he was compelled to relinquish permanently his ambition to complete the university course.

In the autumn of 1848, in company with five others, Senator Palmer—for thus he is familiarly and best known—made the voyage to Spain, thereafter making a two months' trip on foot through that historic land and visiting many places of interest. He then embarked for South America, where he passed three months, after which he returned home. In 1850 he went to Wisconsin, where for a

year he was employed as agent for a lake transportation company. In 1851 he engaged in business at Appleton, that state, but met financial disaster through the destruction of his establishment by fire.

In 1853 Mr. Palmer returned to Detroit, where he engaged in the real-estate business, in which he continued two years. In 1855 he turned his attention to lumbering and pine lands, and soon formed a partnership association with Charles Merrill, an extensive operator in this field of enterprise. For years the firm of C. Merrill was composed of Messrs. Merrill, Palmer and J. A. Whittier, with headquarters at East Saginaw, and when Mr. Merrill died, in 1872, the same firm name was retained, his interest being retained by his only daughter, the wife of the subject of this sketch. During the long intervening years Senator Palmer has continued to be largely interested in the lumbering industry, through which he has amassed a fortune, and his other capitalistic investments are of wide scope and importance. His is one of the largest estates of Michigan and he has ever administered its affairs with distinctive ability.

Senator Palmer has been aligned as a staunch supporter of the principles of the Republican party from the time of its formation to the present, and he has been marked for leadership in its ranks. He was never a candidate for office until 1873, when he was chosen a member at large of the first board of estimates of the city of Detroit. In 1878 he declined the nomination for congress, but at the earnest solicitation of his friends he accepted the nomination for state senator, and was elected. While a member of the senate he introduced and pushed to its passage the bill creating the state industrial school for girls, at Adrian, and was largely instrumental in securing the passage of a bill providing for a boulevard system in Detroit. While a member of the senate he served as chairman of the Republican legislative caucus that nominated Zachariah Chandler for the national senate.

In 1883 Senator Palmer was elected to the United States senate, to succeed Thomas W. Ferry. He earnestly championed the cause of the homesteaders of the northern peninsula of

Michigan in their fight against the various land and mining companies that assailed their rights, and in the senate he also delivered the first set speech ever there given in favor of woman suffrage. He introduced and spoke in favor of the bill to restrict immigration, and in connection therewith prepared complete statistics of immigration for reference,—the first complete record of the sort ever compiled.

While in the senate he was largely instrumental in securing the passage of the bill that gave the department of agriculture a representation in the president's cabinet. Had he so desired he could have been re-elected to the senate, but he had decided to retire from active politics and was not a candidate before the legislature. In March, 1889, Senator Palmer was tendered the post of minister to the court of Spain. This position he accepted, and with his wife embarked for Madrid. This diplomatic position he occupied with the highest honor, both to himself and his country.

The office of envoy and minister he held but thirteen months. He tendered his resignation in May, 1890, and returned home. In June of that year President Harrison appointed him one of the commissioners at large of the World's Columbian Exposition, and upon the meeting of that body, June 27th, he was unanimously elected its president,—an office for which his executive ability and his varied experiences as an organizer most eminently fitted him. He labored earnestly and zealously for the success of the exposition, and to his sound judgment and accurate, discriminating mind a large portion of its success may be ascribed. As a public speaker Senator Palmer enjoys a high reputation.

Senator Palmer was the first to suggest the erection of a soldier's monument in Detroit, and was the first secretary of the organization that secured the erection of the fine memorial on the Campus Martius. He was one of the projectors, founders and the first president of the Detroit Museum of Art, to which he has contributed sixteen thousand dollars. He reveres the memory of his mother, and as a tribute to her he contributed in large measure, in 1888, to the erection of the Mary W. Palmer Me-

morial church, Methodist Episcopal, in Detroit.

A sketch of Senator Palmer's life would be incomplete without more than a cursory reference to his "Log Cabin," which has a national reputation. The environs of Detroit, beautiful as they are, can show few, if any, scenes more beautiful than the site of the "Log Cabin," seven miles north of the city. The cabin itself is built after the style of the old colonial log houses, but the superior workmanship of its construction and the elaborate finish of its interior made its total cost exceed ten thousand dollars. To Mr. Palmer the value of the various articles of domestic utility which he has stored here can not be estimated in money. Adjoining the log cabin is a dense forest, which remains untrammelled by the march of civilization that years ago reached it and passed on. In the cultivation and care of this property, comprising more than six hundred acres, Mr. Palmer has found a great interest and satisfaction. He finally sold a portion of this tract to a syndicate, and then, with characteristic munificence, made a free gift of the remainder, worth probably a quarter of a million dollars, to Detroit for park purposes. This greatly appreciated beauty spot is known as Palmer Park.

On the 16th of October, 1855, was solemnized the marriage of Mr. Paumer to Miss Elizabeth P. Merrill, daughter of his partner, Charles Merrill. They have no children of their own, but while in Spain they adopted a little Spanish boy, who has since remained in their home.

HUGH McMILLAN.

No name is more familiar in connection with the civic and industrial history of Detroit than that of McMillan, and the name has farther stood for the highest type of citizenship. One of the prominent and influential representatives of the McMillan family in Detroit was the late Hugh McMillan, younger brother of the late United States Senator James McMillan, and he won marked distinction in the establishing and upbuilding of a number of the most solid and extensive business enterprises

in the Michigan metropolis and elsewhere in the state, being a man of broad capacity, strong initiative and marked administrative power. In his death, which occurred on the 10th of February, 1907, Detroit and Michigan suffered the loss of one of their most useful business men and most honored citizens.

Mr. McMillan was born in the city of Hamilton, province of Ontario, Canada, on the 28th of September, 1845, being a son of William and Grace McMillan, both of whom were born and reared in Scotland, the former having been a native of the city of Glasgow, where for several years he was engaged in mercantile pursuits. He was a man of exceptionally strong and symmetrical character and one whose entire course in life was dominated and directed by the highest principles of integrity and honor. In 1836 he immigrated to America and took up his residence in Hamilton, Ontario, where he continued to make his home until his death, which occurred in 1874, his wife surviving him by several years. His business connections were wide and varied and his identification with many important enterprises caused his name to become well known throughout Ontario. He was prominently concerned in the organization of the Great Western Railroad Company, of which he continued to be an officer until his death.

The fifth son in a family of six sons and one daughter, Hugh McMillan, subject of this memoir, was reared to maturity in his native place, where he was afforded the advantages of the public schools and also Phillips Academy, a well ordered institution of higher training, in the city of Hamilton. He was graduated in this academy, and though he was a close and appreciative student he early formulated plans for his future career, determining to devote his life to business affairs, for he had the prescience to realize that herein lay his greatest potential. At the age of fourteen years he secured a clerical position in the employ of the Great Western Railway, and after two years' experience as bookkeeper in the office of this company he was induced to come to Detroit, in 1861. Here he became a clerk in the office of the general superintendent of the Detroit & Milwaukee Railroad. At the experi-

ration of three years he withdrew from the railway service and assumed a position as salesman in the hardware establishment of Ducharme & Prentice. With this firm he remained until 1872, when he became secretary of the Michigan Car Company, which was rapidly becoming an important industrial corporation and in which his brother, the late Senator James McMillan, was largely interested. With the upbuilding of this industry he had much to do, as his executive ability and progressive ideas came into play in a most effective manner, while he was indefatigable in his efforts to promote the advancement of the company's interests. Several years after identifying himself with this company he was made vice-president of the same, as well as general manager. He was also largely interested in the closely allied industries conducted under the titles of Detroit Car Wheel Company and the Baugh Steam Forge Company, which were organized about the same time. Of the first mentioned he was vice-president and general manager, and of the latter was vice-president and treasurer. These three concerns figured most potently and conspicuously in connection with the industrial advancement of the city of Detroit.

The scope of Mr. McMillan's productive enterprise widened beyond the labors he performed in connection with the corporations just mentioned. He was one of the promoters of the Detroit, Mackinac & Marquette Railroad Company, of which he was the original secretary and treasurer, as well as a member of its directorate. Within two years the company completed the construction of a line one hundred and fifty miles in length and extending through a section of the upper peninsula opulent in natural resources but previously little more than a wilderness. In the development of this now beautiful region, now marked by great industrial activity and by flourishing cities and towns, the line of railroad thus constructed was the most potent factor, and its projectors showed great foresight and wisdom in carrying through the enterprise, though there was much popular skepticism in regard to the matter at the

time the initiative operations were instituted. The line was completed in 1879 and Mr. McMillan continued his active official connection with the original company until 1886, when a syndicate of eastern and western capitalists organized the Duluth, South Shore & Atlantic Railway Company, with a capital of ten millions of dollars, for the purpose of purchasing the road and constructing about two hundred additional miles of trackage, to connect it with the western terminus of the Northern Pacific Railroad, at Duluth, and with the eastern railways at Sault Sainte Marie. As the financial agent of this syndicate Mr. McMillan, in October, 1886, completed the negotiations for the purchase from the bondholders the property of the Detroit, Mackinac & Marquette Railway, for a consideration in excess of three million dollars. In view of results it is unnecessary in this connection to enter into details as to the great benefit that has inured to the upper peninsula and the state at large through the operations of this company, whose lines now form a valuable connecting link between the eastern and western seabords.

Mr. McMillan was also one of the organizers of the Michigan Telephone Company and his confidence and energetic efforts were brought into effective play in bringing the enterprise to successful culmination. The company at one time controlled the entire telephone business of the state and he was its secretary and treasurer for several years. Mr. McMillan was also one of the founders of the Commercial National Bank of Detroit, mentioned elsewhere in this volume, and was its president for twenty years, from the time of its inception. For some time he was also a director and large stockholder in the State Savings Bank, and was a director of the Union Trust Company. Of other important corporations with which he was prominently identified mention may consistently be made, though various changes occurred in the control and title of certain of them both before and after his death. He was president of the Detroit Dry Dock Company, vice-president and treasurer of the Detroit Iron Furnace Company and the New-

berry Furnace Company, vice-president and general manager of the Detroit Pipe & Foundry Company, vice-president of the Fulton Iron & Engine Works and the Detroit Iron Mining Company, president of the Red Star Line of steamers, and president of the Hamtramck Transportation Company. At the time of his demise he was a stockholder in the Detroit Railroad Elevator Company, the Detroit & Cleveland Steam Navigation Company, of both of which he was treasurer at the time of his death, and of the Duluth & Atlantic Transportation Company, the American Steamship Company, and the National Steamship Company, of which latter he was president and treasurer. There were no mirages in the ken of Mr. McMillan as a business man, and his judgment was almost ultimate in its wisdom, while his capacity for affairs of the greatest scope and importance seemed almost phenomenal. He was not a man of limited horizon, however, and had deep and grateful appreciation of the elements which make for the higher ideals in the scheme of human existence. He was broad in his information touching historical and literary subjects, finding much of solace in his fine library, and he enjoyed to the full the company of his friends, to whom his loyalty was inviolable.

In politics, though never an aspirant for official position, he was a staunch advocate of the principles of the Republican party, and his religious faith was indicated by his membership in the Jefferson Avenue Presbyterian church, in which he was an officer for many years. He was a popular and valued member of the Detroit Club, of which he served three terms as president, and he had the distinction of being one of the few Michigan men to have attained to the thirty-third and supreme degree in Scottish Rite Masonry.

On the 2d of May, 1867, Mr. McMillan was united in marriage to Miss Ellen Dyar, whose death occurred on the 9th of February, 1894. They became the parents of three sons and one daughter: Gilbert N., Alice, Harold D. (deceased), and Maurice B. In 1899 Mr. McMillan contracted a second marriage, being then united to Miss Josephine Warfield, a na-

tive of Maryland, who survives him, as do also their two sons—Hugh, Jr., and William.

HON. JOHN S. NEWBERRY.

With the history of the city of Detroit the name of John S. Newberry was inseparably identified for a period of more than thirty years, and through all the days to come will there be accorded to him a tribute of honor as a man of high intellectuality, sterling integrity and pronounced business and professional acumen, and as one who contributed in no small measure to the progress and prosperity of the beautiful metropolis of Michigan. Many men excel in achievements along some given course, but to few is it permitted to follow several lines of endeavor and stand well to the front in each. In the subject of this memoir is given a striking illustration of such exceptional accomplishment. As a lawyer he won pronounced prestige, public recognition and endorsement; as a business man and manufacturer he produced results of most positive character; and as a public official he served his constituency with signal fidelity and unquestionable ability.

John Stoughton Newberry was born at Waterville, Oneida county, New York, on the 18th of November, 1826, and his death occurred in the city of Detroit, on the 2d of January, 1887. He was a son of Elihu and Rhoda (Phelps) Newberry, both of whom were natives of Connecticut and representatives of families founded in New England in the early colonial epoch of our national history. Thomas Newberry, grandfather of Elihu, immigrated from England to America in 1625, and settled in Dorchester, Massachusetts, whence members of the family later removed to the state of Connecticut. When the subject of this memoir had attained to the age of five years his parents removed to Michigan, and after a short stay in Detroit located at Romeo, Macomb county, where he attended the local schools of the period, thus gaining his rudimentary educational discipline. Later he continued his studies at Ann Arbor, Michigan, and finally he was matriculated in the University of



Geo. S. Newberry

Michigan, in the literary department of which he was graduated as valedictorian of the class of 1845, duly receiving the degree of Bachelor of Arts. In the meanwhile he had acquired a practical knowledge of civil engineering and surveying, and after his graduation he attached himself to the construction department of the Michigan Central Railroad, in which service he remained two years, after which he spent one year in traveling through the western territories. Upon returning to Michigan Mr. Newberry located in Detroit, where he took up the study of law in the office and under the preceptorship of the well known firm of Van Dyke & Emmons. Here he applied himself with such industry and energy that he was admitted to practice in 1853, having shown marked capacity for the accumulation and assimilation of the science of jurisprudence. In the practice of his chosen profession he became associated with Messrs. Towle and Hunt, under the firm name of Towle, Hunt & Newberry, and after the dissolution of this professional alliance Mr. Newberry entered into a partnership with Ashley Pond, under the title of Pond & Newberry, and a little later the firm was augmented by the admission of Henry B. Brown, later associate justice of the United States supreme court. Subsequently Mr. Pond withdrew from the firm and Messrs. Newberry and Brown continued their association until 1863, when Mr. Newberry decided to abandon the practice of law. While in the active work of his profession he confined himself almost exclusively to the trial of admiralty cases in the United States courts, and before his retirement from the bar he compiled a valuable work on that particular class of cases,—a work that has since been recognized as a standard authority in its province.

In 1863, in company with Messrs. McMillan, Dean and Eaton, Mr. Newberry took a government contract to build railway cars for army purposes, and this venture proved highly remunerative, with the result that, in the following year, the Michigan Car Company was organized and incorporated, with Mr. Newberry as president and one of the largest stockholders. From this enterprise have sprung

some of the most important manufacturing industries of Detroit,—notably, the Baugh Steam Forge Company, the Detroit Car Wheel Company, the Fulton Iron & Engine Works, and many kindred concerns, in each of which Mr. Newberry was president and had large financial interests. Under his administration the several industries transacted an average volume of business ranging from three to five million dollars annually, and gave employment to nearly three thousand persons. Mr. Newberry was also largely interested in car-building enterprises in London, Ontario, and St. Louis, Missouri. At the time of his death he was a director in each the Detroit & Cleveland Steam Navigation Company; the Vulcan Furnace Company, at Newberry, Michigan, a village named in his honor; the Detroit National Bank; the Detroit, Bay City & Alpena Railroad Company; the great Detroit seed house of D. M. Ferry & Company; the Detroit Railroad Elevator Company; and many other prominent corporations of Detroit and Michigan.

Mr. Newberry was distinctively a careful and conservative business man,—so much so, in fact, that his death caused no cessation of business in any of the corporations in which he was financially interested and which had felt the strength of his directing influence. He was a large investor in real estate during the latter years of his life, especially in centrally located business property in the city of his home, and wherever his money was so placed it has proved of metropolitan benefit.

Upon reaching his legal majority Mr. Newberry attached himself to the Whig party, and he continued to support its cause until the birth of the Republican party, when he transferred his allegiance to this newer and stronger candidate for public favor and support. He was the first person to be appointed by President Lincoln as provost-marshal of Michigan, and he served in that capacity through 1862-3, with the rank of captain of cavalry. During this interval he had charge of the drafts for military service and personally attended to the forwarding of the drafted men and the substitutes to the field. Mr. Newberry was elected to congress in 1879, from the first congress-

sional district of Michigan, and served during the sessions of 1879 and 1880, within which he accomplished a most splendid work in the advancement and protection of the commercial interests of the country, as a member of the committee on commerce. He also served on other important committees, to the labors of which he devoted himself with earnestness and ability.

Realizing that his personal business was suffering during his absence in the national capital, Mr. Newberry positively refused a re-nomination, and until the hour of his death he thereafter devoted his great energies toward the development of his vast business enterprises. In early life Mr. Newberry was a member of the Congregational church, but upon locating in Detroit he united with the Jefferson Avenue Presbyterian church, upon whose services he was a regular attendant and to whose support he contributed with marked liberality. In the matter of contributions to charitable and philanthropic causes he has had few equals in the city of Detroit, and his crowning act in this direction came after his death, when it was found that he had bequeathed six hundred and fifty thousand dollars to charitable institutions. Within the last years of his life, in company with his business associate, the late Hon. James McMillan, he founded Grace Homoeopathic hospital, in Detroit, to the establishing of which he contributed more than one hundred and fifty thousand dollars.

Mr. Newberry's abiding interest in his alma mater, the University of Michigan, was shown in no uncertain way, and a perpetual monument to this and to his memory is Newberry Hall, a magnificent modern structure erected at Ann Arbor by Mrs. Newberry, for the use of the Students' Christian Association and as a memorial to him. A second consistent memorial erected in honor of Mr. Newberry is the Newberry Memorial chapel, which was built by Mrs. Newberry in 1887, at a cost of about seventy thousand dollars, and which was presented to the Jefferson Avenue Presbyterian church of Detroit. This unique edifice is located at the corner of Larned and Rivard

streets, and is used for prayer meetings and other church purposes.

In the year 1855 Mr. Newberry was united in marriage to Miss Harriet N. Robinson, of Buffalo, New York, and her death occurred early in the following year. She left one son, Harry R. Newberry, who is now one of the representative business men and capitalists of Detroit. On the 6th of October, 1859, was solemnized the marriage of Mr. Newberry to Miss Helen P. Handy, daughter of the late Truman P. Handy, one of the pioneers and most honored and influential citizens of Cleveland, Ohio, and she survives her honored husband and still maintains her home in Detroit, as do their three children,—Truman H., John S. and Helen H. The last mentioned is now the wife of Henry B. Joy, son of the late James F. Joy, of Detroit. Truman H. Newberry was assistant secretary of the United States navy, to which office he was appointed in 1905, by President Roosevelt, and in November, 1908, he was made Secretary of the Navy; and John S., president and general manager of the Detroit Steel Castings Company, is individually mentioned on other pages of this volume.

JAMES V. CAMPBELL.

The strong, true men of a nation are its crown jewels, their deeds are their crystallized thoughts, and their influence for good extends in ever widening angle even after they themselves have been called from the scene of life's endeavors. The history of jurisprudence in Michigan, dignified as it is by many exalted names, finds none whose powers and labors have been more beneficent, fruitful and cumulative than were those of the honored subject of this memoir, who was for nearly two score of years a judge of the supreme court of this commonwealth, having received appointment to the bench of this highest of the state courts at the time of its reorganization in 1857, and having continued in active service until the close of his long and signally useful life. Of him one of the leading members of the bar of the state has written, with all consistency, the following words: "He exercised more influence in settling and fixing the jurisprudence

of this state than any other man, and to him we are indebted more than to any one of his associates for the high reputation obtained by the Michigan supreme court." This is, indeed, high encomium, and its strength lies in its absolute truth. A man of prodigious learning in the law, especially that of constitutional order, peculiarly familiar with the minutiae of the English law, on which is based the American, he yet spared neither time nor labor in his legal investigations and discussed all relevant questions with marked clearness of illustration, strength of argument and fullness and variety of learning. Of exalted character, appreciative of the sources from which issue all human motives and actions, his was essentially and primarily a judicial mind, and fortunate it is for the state of Michigan that his services were enlisted on the bench of her supreme court for so long a period. He was engaged in the practice of his profession in Detroit for some time and had already gained a high reputation among his compeers of an exceptionally brilliant bar, but he was not long permitted to remain in the private work of his profession, having been still a young man when he was called to the supreme bench, whose work thereafter demanded his time and attention until he answered the final and inexorable summons of the one supreme Judge of all.

Through a long line of the historic clan of Campbell in Scotland is traced the lineage of James Valentine Campbell, and the founder of the immediate family in America, a man possessing the sturdy integrity and other canny traits of the true Scotsman, was his great-grandfather, Duncan Campbell, who was an officer in a Highland regiment and who settled on the Hudson river in eastern New York.

Henry M. Campbell, grandson of Duncan and son of Thomas Campbell, was born in Ulster county, New York, on the 10th of September, 1783, and in early manhood he removed to the city of Buffalo, which was then a mere village. At the inception of the war of 1812 he took up arms and was made captain of an artillery company in the American army. In October, 1812, he married Lois Bushnell, a representative of an old and hon-

ored New England family. Captain Campbell left his young wife in Buffalo and was absent with his military command at the time when that city, in 1813, was burned by the British. His own home was destroyed and his wife and her relatives found refuge in the adjoining forests before the English troops arrived. After the war Captain Campbell became a successful business man in Buffalo, and he was a prominent and influential citizen, having been elected a judge of the Erie county court, a position to which laymen were then eligible. This honored patriot became one of the pioneers of Detroit, having taken up his residence in this city in 1826 and having here passed the residue of his days, as did also his devoted wife, a woman of noble character and gracious personality. Judge Campbell, as he was familiarly known, became a successful merchant in Detroit and later engaged in the real-estate business, in which likewise he was prosperous, though he eventually met with somewhat severe financial reverses. He was prominent in public affairs and held various offices of trust, including that of associate justice of the county court, county supervisor, alderman, director of the poor, etc., and he was also president of one of the early banking institutions of the city. He was a communicant of the Protestant Episcopal church and was prominently identified with old St. Paul's parish, the first organized in Detroit. He did much for the promotion and support of the work of this church and soon after uniting with St. Paul's he became its senior warden, serving in this office until his death.

Of the children of Henry M. and Lois (Bushnell) Campbell six attained to maturity, and all were afforded excellent educational advantages, while all remained faithful adherents of the Episcopal church. Two of the daughters married lawyers who attained distinction at the Detroit bar and another daughter was for nearly a score of years at the head of a successful school for girls, in Detroit. The fourth daughter died, unmarried, at the age of twenty-five years, and Henry M., who was born in 1821, was drowned in the Detroit river, in 1836.

James V. Campbell, to whom this sketch is dedicated, was born in Buffalo, New York, on the 25th of February, 1823, and was thus about three years of age at the time of the family removal to Detroit, which then had a population of about two thousand, a very considerable portion of which was of French extraction. His father died in 1842, leaving, as has been written, "little to his family save a name unimpeachable for integrity and public spirit." The mother survived until 1876. The subject of this memoir was afforded the advantages of the best schools of the period in Detroit and then was sent to an Episcopalian institution at Flushing, Long Island, an institution conducted by Rev. William A. Muhlenburg, a distinguished clergyman and educator. The school was amplified into a college and Judge Campbell completed the collegiate or academic curriculum, being graduated as a member of the class of 1841.

After leaving school Judge Campbell returned to Detroit and forthwith began reading law under the preceptorship of the firm of Douglas & Walker, and in 1844 he was admitted to the bar, at the age of twenty-one years. He was admitted to partnership with his preceptors, Samuel T. Douglas and Henry N. Walker, both of whom were eminent lawyers of the state. Douglas, who married a sister of Judge Campbell, was editor of the reports of the supreme court of the state from 1843 to 1847, and Walker reported the decisions of the court of chancery of the state from 1842 to 1845. About this time Mr. Campbell became secretary of the board of regents of the state university, a position which he retained for several years. Prior to his elevation to the supreme bench he had been engaged in the active and successful practice of his profession for about thirteen years, had been retained in many important litigations in both the state and federal courts and had gained unmistakable prestige. In 1857 he was elected one of the four justices of the reorganized supreme court of Michigan, thus being one of the first on this bench under the new judicial regime. His associates, Judges Martin, Manning and Christiancy, were all many

years older than he, and all had been chosen by the Republican party, then but recently organized. By successive re-elections Judge Campbell continued on the supreme bench until his death, which occurred on the 26th of March, 1890, without premonition or prior illness, since he fell dead, from heart syncope, while sitting in his library.

When the law department of the University of Michigan was established, in 1858, Judge Campbell was called to the Marshall professorship in that department, an incumbency which he retained for a quarter of a century. A history of that department of the great university which is Michigan's pride must ever bear recognition of the large and powerful influence exerted by Judge Campbell in building up the law school, maintaining it at the highest standard, and imparting to students from his great fund of technical knowledge that wise admonition and information which could not but bear fruitage in their subsequent professional careers. In 1866 the honorary degree of Doctor of Laws was conferred upon Judge Campbell by the university—the first degree of this order granted by the institution. His interest in educational matters was insistent and unflagging, and he was a member of the board of education of Detroit from 1854 to 1858. One of the public schools in this city has consistently been named in his honor. In the early days he was a member of the Young Men's Society of Detroit, a forceful literary and social organization, of which he served as president in 1848. The nucleus of the present fine public library of Detroit was that established by this society. In 1880, when the public library was placed under the control of a board of commissioners, Judge Campbell was made president of the body.

Judge Campbell's life work, however, was that of a jurist, and upon his record on the bench rests no shadow of wrong or injustice. His opinions appear in the State Reports of the Supreme Court Decisions from the fifth to the seventy-ninth volumes, and his opinions there entered number about three thousand. A sketch of this order has no reason to touch specifically upon the details of this record,

but the very record itself is an integral part of the history of one of the sovereign states of the Union and must bear to future generations of lawyers and citizens in general the evidence of the patient and conscientious efforts and labors of a noble man and honest and able jurist. From an appreciative sketch of Judge Campbell's career written by Hon. Charles A. Kent, of Detroit, who was long associated with him as a member of the faculty of the law department of the university and who long practiced before him in the supreme court, the following extract is made: "Judge Campbell had great learning, not only in the American and English cases and text books, including admiralty law, but also in the history of our institutions, local as well as general. He knew much of Roman law and the law of nations and of early French customs and something of other continental law. He was remarkably free from political bias or fear of public opinion or subservience to any temporary wave of public passion. The trust in his absolute integrity of motive was justly perfect. He was very independent in his opinions. He had a strong sense of the justice of a case, and was very reluctant to yield his views of justice to the opinions of his associates or to any precedents. He wished to decide every case as appeared to him to be right, but perhaps he never manifested that love of arbitrary power, that disposition to have one's own way at all hazards, which is natural to almost all human beings and appears occasionally on the bench. He had great faith in the people and in popular institutions and in all the great maxims and traditions of the common law, but he had not the slightest trace of the demagogue. He had some strong prejudices, but they were generally good prejudices, of a kind necessary to stability of character in the best men. He had no subtle theories nor much refined abstruse reasoning. In all his opinions he appears to have had chiefly in view the effect of the decision on what he thought the merits of the case before him. I think he seldom made a decision likely to strike the average mind as unjust." In conclusion of the same article appear the following words:

"Perhaps the largest bar meeting ever held in Detroit attested the shock at his sudden death and the universal feeling that a great and good man, a learned and upright judge had passed away. His memory is lovingly cherished by all who knew him. His fame as a judge will depend on the number and importance of the legal principles established in his opinions. His life is a worthy model for imitation by all lawyers who would be governed by the highest ideals in private and public life."

In 1876 Judge Campbell published a volume of several hundred pages and gave to the same the title of "Outlines of the Political History of Michigan." His other publications, not numerically great, were articles in law magazines and addresses on various public occasions.

Reared in the faith of the Protestant Episcopal church, Judge Campbell ever remained a devout and zealous churchman, wielding much influence in parish and diocesan affairs and taking a lively interest in the work of the church at large. For many years prior to his demise he had served as a member of the vestry of St. Paul's church, Detroit, and for more than thirty years he was secretary of the standing committee of the diocese of Michigan. In this connection it may be recalled that his honored father was a member of the first standing committee of this diocese and was senior warden of St. Paul's church.

On the 8th of November, 1849, was solemnized the marriage of Judge Campbell to Miss Cornelia Hotchkiss, who was born at Oneida Castle, New York, August 17, 1823, of New England stock, and who died in Detroit on the 2d of May, 1888. Of the children of this union six grew to maturity and five are now living. Henry M. and Charles H., the two eldest sons, are individually mentioned on other pages of this work, being representative members of the Detroit bar. Concerning the other children the following brief data are entered:

James V. Campbell, Jr., was born in Detroit on the 8th of July, 1856, and in his native city was reared and educated. He became one of the successful stock brokers of Detroit and continued to be engaged in this line of busi-

ness here until his death, which occurred in September, 1894. In 1887 he married Miss Ellen A. Platt, of Lyons, New York, who survives him, as does also their only child, Lois B., who was born in 1894, the year of her father's death. Miss Cornelia Lois Campbell, eldest daughter of the subject of this memoir, remains at the old homestead in Detroit. Douglas H. Campbell, who was born on the 16th of December, 1859, was graduated in the University of Michigan in 1882, and in 1886 he secured from his alma mater the degree of Doctor of Philosophy. He passed two years in effective post-graduate work in leading universities of Germany, and in 1888 he accepted the professorship of botany in the state university of Indiana. Since 1891 he has held a similar chair in Leland Stanford University, California. Edward D. Campbell, the youngest son, was born in Detroit, September 8, 1863, and was graduated in the state university in 1885, with the degree of Bachelor of Science. In 1891 he became a member of the faculty of the University of Michigan and he is now director of the chemical laboratory in this university. In 1888 he married Miss Jennie Ives, of Cincinnati, Ohio, and they have six children—Cornelia H., Edward D., Jr., Mary Ives, Jane, James V. and Charles D.

FREDERIC B. SIBLEY.

The honored subject of this memoir, whose death occurred in Detroit on the 8th of April, 1907, was a scion of one of the oldest and most distinguished families not only of this city but also of the state of Michigan, with whose annals the name has been indissolubly linked for more than a century. He himself was a native of Detroit, where he was born more than a decade prior to the admission of the state to the Union,—a fact which bears its own significance.

The Sibley family traces its lineage back through sturdy English stock, where the line has been authentically followed to the year 1066. The original American progenitor was John Sibley, who came to the New World in 1629, in one of the vessels of Governor Win-

throp's fleet. One of his descendants held the rank of colonel in the Continental line during the war of the Revolution, in which other representatives of the family were likewise participants, not less than ten of the name having fought at Concord. The same definite loyalty has been shown in succeeding generations, for members of the family have been found as patriot soldiers in the various other wars in which the nation has been involved.

Solomon Sibley, father of the subject of this memorial, was born at Sutton, Massachusetts, October 7, 1769, and he was reared in that state, having studied law in Boston after due preliminary educational work. He was graduated in Brown University, a noted institution of learning in those days. In 1795 he took up his residence in Marietta, Ohio, whence he later removed to Cincinnati, where he was engaged in the practice of his profession in partnership of Judge Burnett, a prominent figure in the history of Ohio. In 1796, soon after the English had retired from control of Detroit, Solomon Sibley came to this place, being then twenty-seven years of age, and within a short time he here took up his permanent abode. In January, 1799, he was elected a member, from Wayne county, of the general assembly of the Northwest Territory, in which body he was largely instrumental in procuring the passage of the act incorporating the town of Detroit in 1802. For his services in this regard he was officially granted the freedom of the new corporation. After the second election he became chairman of the board of trustees of Detroit, and under the first city charter, of 1806, was made mayor of the city, by appointment of Governor Hull. He was auditor of the territory from 1814 to 1817; was United States attorney from 1815 to 1823; delegate to congress from Michigan from 1821 to 1823; and one of the judges of the supreme court of the territory from 1823 to 1837. He was one of the most conspicuous and honored figures in the early history of the state, as the facts already given well indicate, and his name will ever be enrolled high on the list of the worthiest and most useful pioneers of Detroit and Michigan. He continued a resi-

dent of Detroit until his death, on the 4th of April, 1846.

In October, 1802, Solomon Sibley was married, at Marietta, Ohio, to Miss Sarah Whipple Sproat, and they became the parents of eight children, concerning whom the following brief data are entered: Colonel Ebenezer Sproat Sibley, of the United States engineering corps, died in 1884, having been a graduate of West Point and having done a large amount of important government work in addition to his gallant service during the civil war. He served during the Seminole war, also in war with Mexico, being quartermaster general in the latter. Katherine Whipple Sibley became the wife of Charles C. Trowbridge, of Detroit. Henry Hastings Sibley was a delegate from Wisconsin to congress, became the first governor of Minnesota and extinguished the Sioux rebellion in that state during the civil war, having been a colonel in the United States army at the time. Augusta became the wife of James A. Armstrong, of Detroit. Mary married Charles S. Adams, of the same city. Alexander Hamilton Sibley was a pioneer in the development of the mines of the Lake Superior district and also those of California. Sarah Alexandrine never married and still remains a resident of Detroit, at the venerable age of eighty-seven years. Frederic B., subject of this sketch, was the youngest of the children, and he likewise remained unmarried until his demise.

Frederic Baker Sibley, to whom this memoir is dedicated, was born in the old family homestead, which then stood at the northeast corner of Jefferson avenue and Randolph street, Detroit, on the 23d of September, 1824, and after a rudimentary discipline in the local schools he was sent to Flushing, Long Island, where he continued his studies under the direction of Dr. Augustus J. Muhlenberg, a celebrated educator of his day. After thus gaining adequate academic training Mr. Sibley returned to Detroit, where he began the study of law in the office of the firm of Joy & Porter, whose members were the late James F. Joy and George F. Porter. It soon developed, however, that Mr. Sibley had no natural predilec-

tion or taste for the law, as he demanded a more active life, both temperamentally and for the sake of physical wellbeing. He accordingly became a fur trader, operating throughout northern Michigan, Wisconsin and Minnesota, in which last mentioned state his elder brother, Henry H., was a pioneer, as already noted in this context. Frederic B. Sibley did not, however, long remain in that region and upon the inception of the civil war he took up his residence in New York city, where he became a successful contractor in army supplies. After the war he returned to Detroit, with whose business and social affairs he thereafter continued prominently identified until he was called from the scene of life's endeavors.

Of his principal business activities here the following account has been given and is consistently reproduced in this article: "Solomon Sibley was an extensive dealer in lands in Detroit and Wayne county, as the records abundantly show. One of his important acquisitions, in 1824, by United States patent, was in partnership with David Cooper, an assignee for Austin E. Wing, and consisted of three hundred and twenty acres in Monguagon township, Wayne county, on the bank of the Detroit river. In this parcel is located a bed of valuable limestone, which extends across the Detroit river into Canada and forms the troublesome reef known as the Lime Kiln crossing. The price was probably one dollar and a quarter per acre. Subsequently David Cooper sold his half interest to Sibley for twelve thousand dollars. After the death of his father Frederic B. Sibley acquired, in 1856, the claims of his brothers and sisters to this property, and added to his holdings over four hundred acres of farming land adjoining. He quarried and sold the stone until 1905, when he sold the quarry property, consisting of six hundred and sixty acres, to the Sibley Quarry Company, and also disposed of several other properties. He retained possession, however, of his fine farm of over two hundred acres, adjoining the quarry property. The abstract consideration for the quarry property was four hundred thousand dollars."

Mr. Sibley was a man whose spirit was never soiled by unfaithfulness or unkindness. His was not a vacillating character and he ever had the courage of his convictions, but he was tolerant in his judgment of his fellow men, devoted to those allied to him by consanguinity, and in a most quiet and unostentatious way showed his charitable spirit in effective lines. He was of the "old-school regime," but never lost his interest in the questions and issues of the hour, though he would never appear as a candidate for public office. For thirty years he was a director in the Detroit Savings Bank and he had other capitalistic investments in his home city. A noble and gracious personality indicated the man, and his life was one worthy of the honored name which he bore. Of the immediate family the only other survivor at the time of his death was his maiden sister, Miss Sarah A. Sibley.

DE WITT H. TAYLOR.

Elsewhere within this volume appears a memoir to the late Elisha Taylor, father of him whose name initiates this paragraph, and as the family history is outlined in said article it is unnecessary to repeat the data in this connection. It may be said, however, that Elisha Taylor was one of the honored pioneers of Detroit, a distinguished member of the bar of the state and a citizen of the loftiest integrity and honor.

DeWitt H. Taylor was born in the city of Detroit on the 12th of August, 1848, and like his honored father he has attained to prominence in the legal profession and as a substantial business man and influential citizen. He fully availed himself of the advantages of the public schools of his native city and was graduated in the Detroit high school as a member of the class of 1867. In the autumn of the same year he was matriculated in the literary department of the University of Michigan, as a member of the class of 1871, and after prosecuting his studies for one year in this department he transferred his enrollment to the class of 1870 in the law department, in which he was graduated in the spring of 1870, with the degree of Bachelor of Laws. Shortly afterward he was admitted to practice in the courts

of the state and the United States district court for Michigan.

About this time there was made to him a flattering business proposition, which he accepted, thus entering actively into connection with commercial affairs of importance. With this department of enterprise he continued to be identified most successfully for a period of three years, giving his entire time and energy to the administrative and detailed duties devolving upon him. In the summer of 1874 Mr. Taylor went abroad, and was absent for fifteen months, within which time he traveled extensively through Europe and parts of Asia and Africa, visiting Greece, Turkey, Syria, Palestine and Egypt. On his return to Detroit, in the autumn of 1875, he associated himself with his father in the practice of law and in the real-estate business, to which he has since given his attention in a consecutive way, holding prestige as one of the representative members of the bar of his native city and controlling large realty interests in Detroit and elsewhere in the state.

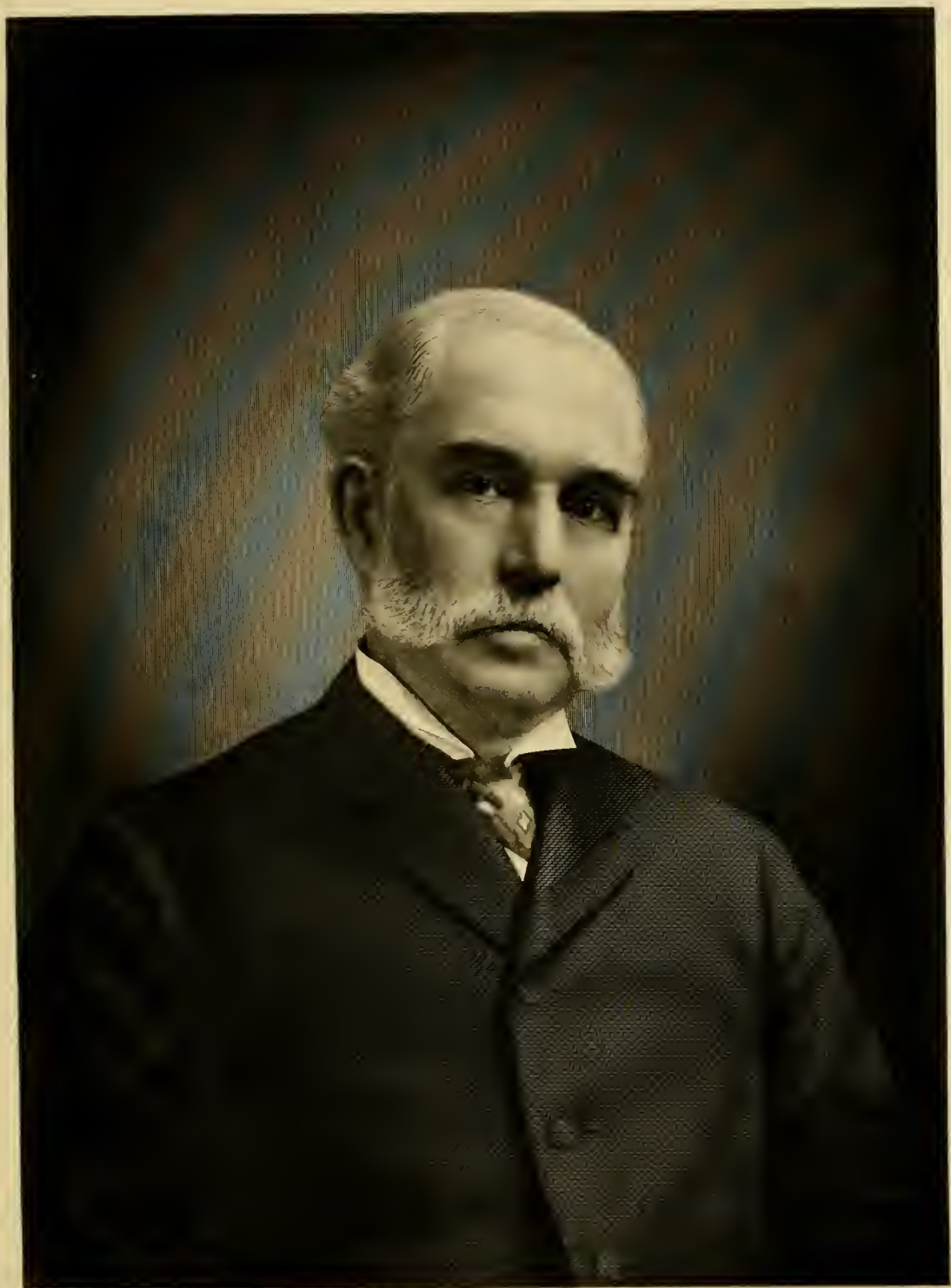
In politics Mr. Taylor is a leader in the local ranks of the Republican party, in whose cause he has long been an active worker. For six years he filled the office of treasurer of the Republican city committee and he served five terms, of two years each, as a member of the Detroit board of estimates, of which he was president for one year.

In addition to his large real-estate holdings Mr. Taylor is a director and executive officer in a number of the prominent manufacturing corporations of Detroit. He is a member of the Jefferson Avenue Presbyterian church and is chairman of its board of trustees. He holds membership in the Detroit Club, the Detroit Boat Club, the Country Club and the Old Club, at St. Clair Flats.

November 5, 1894, Mr. Taylor was united in marriage to Miss Alice Andrus, and they have two children, namely: Agnus Amelia and DeWitt Elisha.

DEXTER M. FERRY.

The glory of our great American republic is in the perpetuation of individuality and in the



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D. M. Ferry.

according of the utmost scope for individual accomplishment. Fostered under the most auspicious of surroundings that can encompass one who has the will to dare and to do, our nation has, almost spontaneously, produced men of the finest mental caliber, of true virile strength and of vigorous purpose. The cradle has not ever been one of pampered luxury, but this modest couch of infancy has often rocked future greatness. American biography thus becomes, perhaps, one of more perfect individuality, in the general as well as the specific sense, than does that of any other nation on the globe. The self-made man is a product of America, and the record of accomplishment in this individual sense is the record which the true and loyal American holds in deepest regard and highest honor. These statements are distinctively apropos of the life history of Dexter M. Ferry, who as a citizen and as a man of affairs wrote his name large upon the annals of his time. Not in an ephemeral way is his name associated with the word progress, with moving forward in industrial enterprise, with every movement toward civic betterment, and not the least of his accomplishments in the domain of practical business and commercial activity was the building up of the magnificent enterprise which perpetuates his name,—the great seed house of D. M. Ferry & Company, of Detroit, the largest of the kind in the world and one which bears to every town, hamlet and township in the United States and to a less degree, Canada, the reputation of Detroit as a distributing center, while at the same time causing foreign lands to be cognizant of the same fact. The reflex of so great an industry upon the commercial status of the city in which are maintained its headquarters can not be overestimated, and in the loyal and appreciative efforts of those who have conserved the development of the greater Detroit there is imperative necessity for giving a most generous recognition to the subject of this brief sketch. The great enterprise of which he was for so many years the head, is saturated with his personality, with his energy, aggressiveness and sterling integrity of purpose.

Dexter Mason Ferry was born in Lowville,

Lewis county, New York, on the 8th day of August, 1833, and was the son of Joseph N. and Lucy (Mason) Ferry. The genealogy of the family is traced to remote French extraction, but from England came the first representative of the name in America. In 1678 there arrived from the "right little, tight little isle" one Charles Ferry, who settled at Springfield, Massachusetts, and who figures as the founder of the American line. With the history of the old Bay state the name became prominently identified in the various generations, and the sturdy characteristics of the progenitor have been fortunately perpetuated and have made for useful and honorable citizenship, loyalty and patriotism. Dexter Mason, maternal grandfather of the subject of this sketch, was a man of influence in the Berkshire region of Massachusetts, and represented his county in the legislature on several occasions. He was a cousin of the late George N. Briggs, of Massachusetts. The paternal grandfather of Mr. Ferry removed from Massachusetts to the state of New York and established his home in Lowville, Lewis county, where he passed the residue of his life, having been identified with agricultural pursuits and other lines of enterprise. There was born Joseph N. Ferry, and there he was reared to manhood, receiving a common-school education. He continued to reside there until his death, in 1836, and his principal vocation was that of wagonmaker. Dexter M. Ferry, as comparison of dates indicate, was about three years of age at the time of his father's death, and shortly afterward his mother removed with the family to Penfield, Monroe county, New York, eight miles distant from the city of Rochester. In this little village the future Detroit "captain of industry" passed his boyhood days, being afforded the advantages of the local schools and making good use of these opportunities. At the age of sixteen he initiated his independent career by securing work on a neighboring farm, and in compensation for his services he received the princely "salary" of ten dollars a month. He passed two summers in this line of work and in the winter terms attended the district schools. He was ambitious to secure

more advanced educational training, and with this end in view, in 1851, he entered the employ of Ezra M. Parsons, who resided in the immediate vicinity of Rochester, so that the young man was able to attend the city schools when his services were not demanded on the farm. A few months later Mr. Parsons secured for his young employe a position in the wholesale and retail book and stationery house of S. D. Elwood & Company, of Detroit, in which city he took up his residence in 1852. He was at first errand boy in the establishment mentioned, was later promoted to the position of salesman and finally became book-keeper.

Mr. Ferry's identification with the line of enterprise with which his name has been so long and conspicuously linked, dates from 1856, when he became one of the organizers of the firm of M. T. Gardner & Company, seedsmen, joining the same as one of its junior partners. Under these conditions the business was conducted until 1865, when Mr. Gardner's interest was purchased and Mr. Ferry became head of the firm, whose title was then changed to Ferry, Church & Company. Two years later the present title of D. M. Ferry & Company was adopted, and in 1879 the business was incorporated under this name. Of the development of the enterprise into the greatest of the sort in the world the article descriptive of the concern gives ample information, and thus this sketch will proceed to touch, rather, upon the distinct phases of the further career of Mr. Ferry. Of this interposition, however, the following words, appearing in Farmer's History of Detroit and Michigan, are worthy of further reproduction:

The building up of this great industry, which is far reaching in its influence, and contributes not only to the prosperity of Detroit but also to an army of employes, is doubtless a more beneficent factor in commercial affairs throughout the country than almost any other establishment in the west. In its management from the beginning Mr. Ferry has had a decisive influence, and that its great success is largely attributable to his persistent energy, sagacity, integrity, and rare talent for organization, is freely and readily acknowledged by those most conversant with its beginning, growth and de-

velopment. Through this extensive commercial enterprise his name and work have been made more widely known than those of almost any other merchant in the United States.

The peculiarly intimate, almost domestic, relationship which this enterprise bears to the average home is what makes the reputation of the house and of the name of Mr. Ferry so far known, for few homes there are in which seeds, either flower or vegetable, are not demanded, and no other concern in the world can claim as ample and high-grade facilities.

Mr. Ferry was distinctively a man with ideas and ideals, and he did not narrow his mental horizon within the bounds of personal advancement and aggrandizement. He was essentially loyal and public-spirited as a citizen, but his mature judgment kept him from diverging from practical lines in public affairs and private benevolences, even as in his business. He knew men and placed upon each his legitimate valuation, so that he was not one who could be cajoled by flattery or made to alter tenable opinions based upon honest conviction. Self-respect and self-control indicated the man and made him strong as a man among men. Such a positive nature may at times provoke enmities, but these enmities emanate from sources which tend to elevate the man himself in the estimation of those who best know him and who realize his actuating motives. These statements are made to show that Mr. Ferry's public spirit was not one of mawkish sentiment and self-seeking, and the same is true of his charities, which were numerous and unostentatious. He made for himself a place in the commercial and civic life of his home city and from his vantage ground nothing could work to dislodge him. He held the ground because he had won it and merited it.

Mr. Ferry had numerous other important and varied positions and responsibilities aside from the great business concern of D. M. Ferry & Company. He was, at the time of his death, president of the First National Bank, Detroit, Union Trust Company, American Harrow Company, National Pin Company, Standard Accident Insurance Company, and Michigan Fire & Marine Insurance Company. He was

also identified with the Wayne County Savings Bank, being the last of the original charter members, and several other local and outside institutions and corporations. He was also the owner of a large amount of realty in Detroit, including the fine building occupied by the extensive dry-goods house, the Newcomb-Endicott Company, on Woodward avenue, which was the first large building on Woodward avenue.

In the midst of the exactions and cares of his many business connections, which would tax the strength of the strongest, Mr. Ferry yet found time to place himself on record as an active worker in behalf of his home city and also in support of his political party. He was unswerving in his allegiance to the "grand old party" which had its inception "under the oaks" at Jackson, Michigan, and continued to be a stalwart advocate of the principles of the Republican party, being well fortified in his opinions as to matters of public policy and having a broad understanding of the agencies which rule political destinies as well as those of a commercial nature. In 1877-8 Mr. Ferry served as a member of the Detroit board of estimates, and at the expiration of his term declined renomination. In 1884 he was appointed a member of the board of park commissioners, by Mayor Stephen B. Grummond, and in this office he led a valiant campaign against the sale of beer and other intoxicants on Belle Isle, the city's beautiful river park,—an action which gained for him the approval of the best element of the Detroit population. In 1900 he was one of the prominent candidates for nomination by his party to the governorship, but was defeated after a most spirited three-cornered contest in the nominating convention. He was chairman of the Republican state central committee from 1896 to 1898, inclusive, and most effectively directed the forces of the party in Michigan through the free silver campaign. In 1892, and also in 1904, he was a delegate at large from the state to the national Republican conventions of those years, in Minneapolis and Chicago respectively. In 1868 Mr. Ferry became actively identified with the official management of Harper Hos-

pital, but later served as vice-president of the board of trustees of Grace Hospital. He was a trustee of Olivet College and of the Woodward Avenue Congregational church of Detroit, taking a deep interest in and contributing liberally to all departments of the church work of this denomination.

On the 1st of October, 1867, Mr. Ferry was united in marriage to Miss Addie E. Miller, of Unadilla, Otsego county, New York, who died November 2, 1906. One son and two daughters are living, viz.: Mr. D. M. Ferry, Jr., of Detroit, Blanche Ferry Hooker (Mrs. Elon H. Hooker), of Greenwich, Connecticut, and Queene Ferry Coonley (Mrs. Avery Coonley), of Riverside, Illinois. The son, Mr. D. M. Ferry, Jr., of 1040 Woodward avenue, Detroit, in addition to his own interests, was allied very closely with his father before his death and has now taken his father's place very generally in the various companies and banks. He was born in Detroit in 1873 and was married shortly before his father's death.

Mr. Ferry died November 10, 1907, in his seventy-fourth year, just a year after the death of his beloved wife, whose absence undoubtedly hastened his end. He maintained his vigor and health throughout, and his sudden death, due from the inroads of old age, was a great shock to his family and the community at large. His body was borne to the grave by eight of his co-workers in D. M. Ferry & Company.

JOSEPH L. HUDSON.

The business career of Joseph L. Hudson has been significantly characterized by courage, confidence, progressiveness and impregnable integrity of purpose. None has a more secure status as a representative citizen and business man of Detroit and the state of Michigan, and in the metropolis of the Wolverine commonwealth his name is practically as familiar to its people as is that of the city itself. To offer in a work of the province prescribed for the one at hand an adequate resumé of the career of Mr. Hudson would be impossible, but, with others of those who have conserved the civic

and commercial progress of Detroit, he may well find consideration in the noting the more salient points which have marked his life and labors. It may well be said that no citizen has shown more implicit trust in the development of the larger and greater Detroit, and his confidence in this respect has been one of action and definite accomplishment. Aside from being the executive head of one of the greatest retail department stores in the Union and having other capitalistic interests of important order, he has been signally loyal and helpful as a public-spirited citizen and as one who has been a force in the field of philanthropy and general social uplift. To one as familiar with his career in Detroit as is the writer of this article there comes a feeling of deep appreciation and a desire to offer an estimate which shall denote the man and the citizen.

Joseph Lowthian Hudson was born at Newcastle-on-Tyne, county of Northumberland, England, on the 17th of October, 1846, and is a son of Richard and Elizabeth (Lowthian) Hudson, both of whom were likewise natives of England. The father was for many years engaged in wholesale tea, coffee and spice business in Newcastle, but finally encountered financial reverses which led him to seek a start anew in America, whither he came in 1853, his family joining him two years later. He located in the city of Hamilton, province of Ontario, Canada, where he secured a clerical position in the employ of the Grand Trunk Railway Company. Richard Hudson later removed to Milwaukee, Wisconsin, where he was a representative of the Detroit, Grand Haven and Milwaukee Railroad for about a year. In 1864 he became associated with Christopher R. Mabley in opening a clothing store in Ionia, Michigan, and he later became successfully identified with other lines of enterprise in that place, besides buying pine lands upon a somewhat extensive scale. He continued to reside in Ionia until his death, which occurred in February, 1873. He was a man of sterling integrity and much business ability, and the subject of this review ever gives credit to the father for valuable discipline received in the early days of their association in business, as will be noted in later

paragraphs. The devoted mother, a woman of gracious and noble character, died in April, 1863. Of the children seven attained to years of maturity and of this number all are now living. The eldest brother is Professor Richard Hudson, one of the leading men at Michigan University; James B. Hudson is vice-president and has charge of the Cleveland J. L. Hudson Company; William Hudson is vice-president of the J. L. Hudson Company, Buffalo. Mr. Hudson's sisters—Mrs. R. B. Tannahill, Mrs. J. T. Webber and Mrs. Wm. Clay—all reside in Detroit.

Joseph L. Hudson began his educational training in his native place, having entered school when a lad of five years and having been nine years of age at the time when the family came to America. In Hamilton, Ontario, he continued his studies in the public schools, where one of his schoolmates was the late Hugh McMillan, of Detroit, brother of the late United States senator from Michigan. Concerning the school work of Mr. Hudson in Hamilton, the following words were written in a newspaper article which appeared a number of years ago: "Here, as in his native town, he was one of the best pupils in the school, being clear-headed, gifted with a remarkable memory, and, for his years, an expert in mathematics, and a rapid accountant." He continued his studies for four years, at the expiration of which he manifested his wish to initiate his business career, though only thirteen years of age at the time. He accordingly secured a position as telegraph messenger at the Great Western depot in Hamilton, receiving in compensation for his services the sum of ten dollars a month. The messenger service was discontinued two months later and he was compelled to seek other fields of endeavor, finally becoming a clerk in a grocery store, where his pay was but five dollars a month. Three months later the family removed to Grand Rapids, Michigan, where they remained a year, the father having in the meantime been employed in Milwaukee, from which point he made a trip each week to visit his family. The subject of this sketch attended school in Grand Rapids about six months and during the re-

mainder of the time was employed on a fruit farm near the city at twenty-five cents a day. In June, 1861, the family removed to Pontiac, Michigan. There Christopher R. Mabley, who later became one of the great merchants of Detroit, was at the time conducting a small clothing store in which Mr. Hudson became cash boy, porter, salesman and bookkeeper in quick succession. He remained in the establishment for nearly five years, within which the annual business had been increased to an average of one hundred thousand dollars, about half of the trade being of wholesale or jobbing order. In the meanwhile Mr. Mabley and Richard Hudson, father of the subject of this review, had opened a clothing store in Ionia, this state, and in February, 1866, Mr. Mabley sold his interest in the Ionia business to Richard and Joseph L. Hudson, the father and son thereafter continuing to be actively associated in their business enterprises until the death of the former, in 1873, as already noted. Of their operations in Ionia the following has been written: "Their capital was limited, but Joseph's ability and industry made up for the disadvantage, and at the close of the first year they had made four thousand dollars. They also went into the stave business, which at first was quite profitable. Their next acquisition was a flouring mill and the next was a purchase of pine land. They made money in a comparatively rapid way and spread out considerably." Upon the death of the father the business was appraised at a value of forty thousand dollars, half of which was owned by Joseph L., who continued operations under the original firm name of R. Hudson & Son, the interest of the father's estate being retained in the business.

When came the memorable financial panic of 1873 Mr. Hudson, though immeasurably careful and conservative, encountered his full quota of vicissitudes in business. His firm lost heavily along first one line and then another, and though Mr. Hudson made a valiant struggle to weather the storm of financial disaster he finally found himself unable to meet the demands placed upon him and succumbed to the inevitable in 1876, with liabilities of about sixty-eight thousand dollars and with assets

greatly depreciated from legitimate valuations. With typical courage and honesty of purpose, he visited his various creditors and after fully explaining the situation was enabled to settle with all save one on the basis of sixty cents on the dollar. The one firm made an abusive protest and was forthwith paid in full, though this so crippled Mr. Hudson as to leave but little provision for the ordinary exigencies of life. He returned to Ionia and resumed the business of selling clothing, and the confidence reposed in him by the wholesale trade was shown in the fact that his credit continued unimpaired, those with whom he had previously had dealings standing ready to extend him every possible courtesy. Through indefatigable application and good management the concern was put on good footing again and all debts were paid with interest.

In the meantime Mr. Hudson's old friend and employer, C. R. Mabley, had located in Detroit, after one of the most spirited and protracted contests known in the history of merchandising in Michigan, his competitor in the fray having been "Little Jake" Seligman, who later became the street-car magnate of Saginaw. Mabley had built up a most extensive business in Detroit, and he finally placed the management of the enterprise in the hands of Mr. Hudson while he himself made a trip abroad, in 1877. The following description of the renewed association of Messrs. Hudson and Mabley is worthy of perpetuation in this article: "Mabley went with his family to Europe and was back in two months. Then another bargain was made, by which Hudson was to receive fifty dollars per week during the six months terminating January 1, 1878, and also an honorarium which was to be left to Mabley's discretion and the amounts of profits realized during that time. When the six months had elapsed, a calculation was made and it was found that, counting the cost of Mabley's trip to Europe and the fifty dollars per week paid to Hudson, there was a handsome profit of twenty-five thousand dollars. Mabley was delighted and handed ten per cent., or twenty-five hundred dollars, to his efficient friend and employe." The final outcome of this virtual ex-

periment was that Mabley offered Hudson a quarter interest in the business, with a guaranty of seven thousand five hundred dollars a year, on the basis of an association thus maintained for a period of three years. It may be said that under the effective generalship of Mr. Hudson the business made splendid gains, and while it is not consonant that details be entered against the peculiar circumstances which finally led to the overthrow of the business associations and kindly personal relations of Messrs. Hudson and Mabley, it is well known that the separation came through no fault of Mr. Hudson, but rather was the result of his fidelity to the interests of Mr. Mabley. He has never lacked the courage of his convictions and he maintained them at this time under conditions that in retrospect are scarcely more than amusing.

Mr. Hudson severed his connection with the Mabley establishment in December, 1880, and forthwith he secured a lease of the stores in the old Detroit Opera House building, previously occupied by Newcomb, Endicott & Company. Mr. Hudson retired from the Mabley firm with sixty thousand dollars as his share of the profits for the three years, his actual withdrawal occurring on the 10th of January, 1881. Soon came the inception of a battle royal between this valiant business man and his quondam employer and associate, Mr. Mabley, and in reverting to this noteworthy business contest it must be said that Mabley found a "foeman worthy of his steel." The contest was protracted and was not even interrupted by the death of Mr. Mabley, in 1885. It has well been said that the "sacrifice" sales instituted by Mr. Hudson and emulated by the Mabley interests, were "the apotheosis of apparently reckless competition, business duels in which each merchant tries to outdo his rival. During the tremendous sacrifice sale in the last week of June, 1883, Hudson and Mabley fought like tigers for supremacy. After each day's sales the respective stores were a heterogeneous mass of odds and ends, the huge piles of garments all scattered and mixed, and everything in chaos. The clerks worked double time and took their meals in the stores, while

the managers scoured the wholesale stores personally and other clothing centers by telegraph, to replace their broken stocks. Hudson on this occasion demonstrated his phenomenal capacity for mental and physical endurance. When the sale commenced he arrived at his store on Monday morning at five o'clock and never left it except on business until Thursday night at ten o'clock. He rushed home and took only two naps, of five hours each, during the whole of the fifty-eight hours. His meals were all eaten at the store. The specialty of the sale was five-dollar suits, and he sold over nine hundred suits the first day, besides doing a fair business in other goods."

Thus Mr. Hudson's independent business venture in Detroit was made in the thick of battle, and the position which he to-day occupies indicates in an emphatic way that he was not worsted in the fray but emerged with the well won laurels and dignities of victory.

The true caliber of the man has not been shown in a more significant manner than in his action relative to the settlement of claims which were held against him at the time of his business failure in 1876. No legal obligation rested upon him to pay on these claims more than the percentage which had been agreed upon by his creditors, but he never felt for a moment but that the moral obligation remained his. How few have shown this recognition in the world of business is too well known to require mention here, save in matter of comparison to the lasting honor of Mr. Hudson. In 1879, a year after coming to Detroit, he went to all his local creditors and paid them the extra forty per cent on the claims which had been adjusted in 1876 at sixty cents on the dollar. In addition to this he insisted in paying also compound interest for the intervening period. In August, 1888, he was able to make the same provision with his eastern creditors, paying out a total of more than twenty-five thousand dollars. His course caused absolute amazement in trade circles, so unprecedented was such an exhibition of scrupulous honesty and integrity. Mr. Hudson has ever disclaimed any credit for his manly action, maintaining that it was the right course and

modestly warding off praise, as he has done in other innumerable instances where he has wrought good works and "blushed to find them fame."

In 1881, just before leaving the Mabley establishment, Mr. Hudson and his brother, James B., purchased the William Mabley store in Toledo, and the business was conducted under the firm name of J. L. & J. B. Hudson for many years, that firm being succeeded by the J. L. Hudson Company. In 1883 Mr. Hudson started branch stores in Flint, Owosso and Saginaw, Michigan, but these were discontinued when he went forth into broader fields of commercial enterprise. In February, 1884, Mr. Hudson became associated with Campbell Symington in the purchase of the carpet and drapery business which had previously been conducted by Abbott & Ketchum, and the new firm of Hudson & Symington built the enterprise up to a point attained by no other similar concern in Detroit. In January, 1885, Mr. Hudson bought the Excelsior clothing store in Cleveland, one of the finest in the middle west, and the same has since been successfully conducted under his control, doing an average annual business of many hundred thousand dollars.

In a publication of the province assigned to the one at hand it is specially gratifying to note that Mr. Hudson's most important, most successful and most brilliant achievements in business have been in Detroit, his home city, and one to whose every interest he has at all times been loyal. His first independent enterprise after severing connection with the Mabley interests was, as already intimated, that involved in his opening the clothing store in the old Detroit Opera House block, which was later destroyed by fire. This was the nucleus of the mammoth and thoroughly modern establishment of which he is now the head and which is conducted under title of the J. L. Hudson Company. He utilized the original quarters for a period of five years and then removed north on Woodward avenue, to the Henkel building, where he remained until September, 1891, when he took possession of his present magnificent building, which he had erected at the corner of Gratiot avenue and Farmer street.

In no way has his confidence in the development of Detroit, the expansion of its retail district and the ultimate centering of the district farther north from the Campus Martius been better shown than in his making this change of location, which was viewed with questionable approval and in some instances with definite ridicule by the leading business men of the city. His prescience as to ultimate results has been amply justified, and to him is due all of credit for having led the advance march, putting to blush those of less faith. In 1889 Mr. Hudson purchased the land on which the building stands—two hundred and twenty-one feet on Farmer street and one hundred feet on Gratiot avenue, and here he erected what was at the time unmistakably the finest business block in the city—one which is yet among the best. The building is of brick and granite and steel construction, is eight stories in height and represented an original expenditure, for land, building, fixtures and furniture, of about five hundred and fifty thousand dollars. In 1907 an addition was completed on the Farmer street front, of the same height and architecture of the original building and thirty-three feet in width, seven new elevators of the latest plunger type were installed, as well as a new electric-light plant, new fire sprinkler equipment, new boilers, an entire new steam plant—the best and most complete store service in Michigan. The cost of the new building and all the improvements was approximately three hundred and fifty thousand dollars. The fine establishment is now conducted as a general department store and is one which compares more than favorably with the leading concerns of the sort in the largest metropolitan centers of the country. It is needless to give details as to departments and the facilities and equipment of the gigantic trade mart, still the largest of the sort in Detroit, but an idea of the magnificent scope of the business is afforded when it is stated that the annual transactions have now attained an average aggregate of two millions of dollars. The entire building is utilized by the Hudson Company, which is capitalized at five hundred thousand dollars, under title of the J. L. Hudson Company. No one has better

deserved the title of "captain of industry," and none has done more than Mr. Hudson to forward the advancement of Detroit along normal and substantial lines of business enterprise. As an employer he is kind and liberal, but his administrative policy has never been flexible in matter of discipline. His faculty for the marshaling of forces under his command shows how thoroughly he appreciates the value of discipline, and in his store have been trained many whose success in life has been the result of his admonition, interest and direction. He is essentially a man of his word, and in a business sense no better commendation can be given than to pronounce this dictum. His great business enterprise has been built up on honor, upon such integrity as would naturally animate a man who insisted on paying a residuum of indebtedness not tallied against him on any other score than that of just such high ethical principles. These things adequately designate the standing of Joseph L. Hudson in Detroit and in the general business world, so that further commentary is not demanded in this sketch.

In all lines of public enterprise Mr. Hudson has given his influence and co-operation with utmost liberality. He has served as president of the Detroit Board of Commerce, and did much to further the beneficent plans and enterprises of that valued organization. He is at the present time president of Harper Hospital and also of the Associated Charities of Detroit. He is likewise retained in the presidency of each the Municipal League and the Provident Loan Society of Detroit; is vice-president of the Dime Savings Bank; a director of the American Exchange National Bank; a trustee of the Central Methodist Episcopal church; a member of the advisory board of the Detroit Young Men's Christian Association and also a member of the commission having in charge the erection of the new building of the association; and is a member of the advisory board of the Young Women's Christian Association, and chairman of the board of trustees of the McGregor Mission.

Mr. Hudson is not bound to strict partisan lines in the matter of political affiliation, but is a believer in the basic principles for which the

Democratic party stands sponsor. In local affairs, especially, he exercises his franchise in support of the men and measures meeting the approval of his judgment, irrespective of party allegiance. He is an uncompromising foe to the liquor traffic and voices his opinions without fear or favor, being animated, as in all other relations, by high humanitarian principles, though ever kindly and tolerant in his judgment, by reason of his appreciation of the springs of human thought and action and the varying limitations of different persons. He has been most liberal in his benefactions to charitable and benevolent institutions and objects, and generous in the matter of private benevolences. That he is essentially humanity's friend has been proven on so many occasions and in such definite ways that no further affirmation of the fact is required in this connection. He has not been unmindful of his civic duties and, amidst the cares and great exactions of his great business interests, he has consented to serve in unsalaried municipal offices, having served as a member of each the water commission and the electrical lighting commission. He has, however, never had aught of inclination for practical politics and has never sought or desired official preferment. Mr. Hudson is a bachelor, but, notwithstanding that, he has an ideal home life, living in the old David Whitney house on Woodward avenue, where he has with him eight members of his immediate family. The children there think there is no one else in the wide world as good as "Uncle Joe."

CLARENCE M. BURTON.

It is the earnest desire of the publishers of this work to offer in its pages a permanent mark of the appreciation due from them to Clarence M. Burton, whose able co-operation has been most courteously accorded in the revision of the historical manuscript which has entered into this compilation. No resident of the state has a wider and more intimate knowledge of its history, even to the most obscure details, than has he, and this fact gives emphasis to the value of his assistance in the collation and arrangement of the material for



C. M. Burton

this publication. A man of the highest literary appreciation, of most comprehensive reading and study, and of distinctive intellectual force, he has otherwise contributed in large measure to perpetuating matters of historic interest in Detroit and Michigan. He is a member of the bar of the state, though not engaged in the active work of his profession, is a citizen of insistent loyalty and public spirit, and is known as one of the representative business men of Detroit, where he has provided and assembled most complete and authoritative abstracts of land titles for Wayne county, affording the best of reference facilities, besides which he has for a number of years past been an extensive operator in the local real-estate field.

Mr. Burton is a native of fair state of California, having been born in Sierra county, on the 18th of November, 1853, and being a son of Charles S. and Annie E. (Monroe) Burton, both of whom were born and reared in Seneca county, New York,—the heart of the beautiful lake district of the Empire state. In 1855, when he was but two years of age, his parents removed to Michigan and took up their residence in Hastings, the judicial center of Barry county. They passed the residue of their lives in this state, where the father's principal occupation was that of physician.

Clarence M. Burton secured his preliminary educational training in the public schools of Hastings, and in 1869 he was matriculated in the literary department of the University of Michigan, where he continued his studies for three years but did not complete his course. In 1872 he entered the law department of the same institution, in which he was graduated in March of the following year, after a creditable examination. He had previously read law under the direction of private preceptors. The day succeeding his graduation and incidental acquiring of the degree of Bachelor of Laws, Mr. Burton came to Detroit. As he had not yet attained to his legal majority, and was therefore ineligible for admission to the bar of the state, he entered the law office of Ward & Palmer, under whose direction he continued his study, with incidental profes-

sional work of a preliminary order, until the 19th of November, 1874, when he was admitted to practice in the circuit court of Wayne county,—the day following his twenty-first birthday. The firm with which he had been associated for the several preceding years made a specialty of extending financial loans on real-estate security, and his duties had been largely in the examining of land titles. The senior member of the firm, John Ward, was also a member of the firm of E. C. Skinner & Company, engaged in the abstract business, and in the well ordered offices of this latter firm Mr. Burton found employment at leisure moments and at night, with the result that he soon made himself an indispensable factor in the enterprise, which was one of large proportions. In 1883 he secured an interest in the business, of which he became the sole manager in the following year. Since that time he has given the major portion of his time and attention to the abstract business, in which he has recognized priority over all other similar concerns in Wayne county. He was associated in this business with his former employer, John Ward, until 1891, since which year he has maintained the entire ownership and control of the large and splendidly organized business to whose up-building he had contributed in so large a measure. It has been said with all of consistency that "A Burton abstract is considered by dealers in real estate, either sellers or purchasers, as good as a deed itself." The perfect system of conducting the business finds exemplification in simplicity and absolutely exactitude, and neither labor nor expense has been denied in the preparation of the abstracts, which number fully 150,000. Research and investigation have been most careful and exhaustive, so that the business is founded upon a basis absolutely authoritative.

Mr. Burton has an eminently judicial mind, and a clear and ample knowledge of the science of jurisprudence. He had gained no slight prestige in the practice of law in the earlier days and his success in the profession was practically assured of being pronounced and cumulative had he not found it expedient to direct his energies in other fields. He has han-

dled large and valuable properties in Detroit and Wayne county and in his real-estate operations been most successful, as might be inferred from his intimate knowledge of values. To his fine abstract files recourse is had by practically all leading dealers of real estate in the county, as well as by those making individual sales or purchases.

While never imbued with political ambition Mr. Burton has ever been arrayed as a stalwart and appreciative supporter of the principles and policies for which the Republican party stands sponsor, and he has done effective service in the cause. He was a member of the state constitutional convention in the spring of 1908 and had much to do with shaping the new constitution to be presented to the people of Michigan for ratification in the autumn of the present year (1908). He has been an influential member of the board of education of Detroit since 1902, and his interest in the work of the public schools of the city has been shown in a determined advocacy of effective measures of control and administration. In the matter of religion Mr. Burton has ever shown a deep respect for the spiritual verities, but he is not a supporter of creeds or dogmas, basing his opinions upon scientific data and holding practically to the agnostic belief. He recognizes the various religious denominations as valuable and worthy moral factors in every community and has been a liberal contributor to their work, though far from being in accord with their canonical tenets.

It is with special gratification that the writer adverts at this point to a work which has engrossed much of the time and intellectual resourcefulness of Mr. Burton,—that of historical and general literary research and appreciation. In this field his accomplishment has been almost phenomenal, in view of the exactions placed upon him by his business affairs. A mind particularly enriched and illumined by discriminating reading and study of the best in classical and historical literature, as well as that of contemporary order, has found its greatest recreation in deep research work and in the accumulation of a most extensive and valuable private library, in which are found

many rare, unique and especially valuable works. Mr. Burton's pride in his private library, one of the best of its kind in the middle west, if not in the entire Union, is well justified, and no man in the state is more intimately informed upon its history, from the earliest period to the present time. His interest in literature has not, however, been hedged in by selfishness or the narrow reserve of the *helluo librorum*. This is shown in a significant way by his presentation to the University of Michigan of a great collection of works pertaining to the French revolution and of early installments of that colossal and monumental publication, "Stevens' Facsimiles of European Archives Relating to American Affairs at the Era of the Revolution." A fitting recognition of his benefactions to the university, as well as of his profound delving in the field of literature, was given by that institution when it conferred upon him the degree of Bachelor of Arts, which would have been his had he completed his prescribed course in the university in his youthful days. Later the university also conferred upon him the degree of Master of Arts and Bachelor of Laws. He is now incumbent of the office of city historiographer of Detroit.

It is deemed consonant to reproduce in this connection an estimate of Mr. Burton which was given by one who has known him intimately from his childhood and who has regarded his career with admiring interest. This estimate originally appeared in the *Cyclopedia of Michigan*, edition of 1900, and is as follows:

"Mr. Burton is a man of large physique and dignified bearing, of pleasing address, of genial disposition and cordial manners; loyal to his friends, generous to his employes, and courteous to everybody. He has indomitable energy, good judgment, and excellent executive ability. His mind has a natural legal bent and a fair degree of judicial aptitude, coupled with fondness for historical research. He attained a good standing while at the bar, and would doubtless have grown to a high position in the profession had he remained in it. He seems to have had an early taste for the intricate and knotty problems of realty law,

which may have had something to do with diverting his footsteps into their present pathway. He has taken hold of the abstract business with an earnestness that indicates an intention to make it a life work, and with that purpose in view has laid his plans on a broad and comprehensive scale; every item of the work is planned and carried out not with reference to the immediate profit alone but with a forecast of future needs and requirements. Everything that bears upon land titles, whether historical, topographical or biographical, is sure to find in him an interested investigator. Working at his desk from eight in the morning till six at night, or later if need be, he will then sit up till the small hours come around again, tinkering in his great library upon some literary scheme that has attracted his attention. His researches have taken him to the early archives of Canada and France, whence he has unearthed some very interesting information bearing upon the early history of Detroit and Michigan. He is never happier than when delving into some old, musty records of the past. Few men have anything like his knowledge of the early history of Detroit in its minute details. He combines in an uncommon way the qualities of a business man who pursues literary investigations without injury to his business, and of a student whose business does not interfere with his researches."

On Christmas day of the year 1872, Mr. Burton was united in marriage to Miss Harriet J. Nye, daughter of the late Nelson B. Nye, of Ann Arbor, Michigan, and they had eight children. After the death of Mrs. Harriet J. (Nye) Burton, Mr. Burton married, on the 21st of June, 1900, Mrs. Anna (Monroe) Knox, and they have one child.

HENRY MARTIN DUFFIELD.

General Duffield is a representative of one of the old and honored families of Detroit; he served with much distinction in the civil war and, many years later, in the Spanish-American war; he is a representative member of the bar of the state of Michigan, and as a loyal and public-spirited citizen he is widely known and honored in his native city and state. He is a son of Rev. George Duffield, D. D., and

Isabella Graham (Bethune) Duffield, whose names are held in reverent memory in Detroit. An extended sketch concerning the Duffield family is incorporated on other pages of this work, with special tributes to the parents of General Duffield, and in view of this fact it is not demanded that the comprehensive data be further considered in the article at hand.

Henry M. Duffield was born in Detroit, on the 15th of May, 1842, at which time his honored father was pastor of the First Presbyterian church of this city, having assumed this charge in the year which marked the admission of Michigan to the federal Union. General Duffield was afforded the advantages of the public schools of Detroit and was graduated in the old Capitol high school as a member of the class of 1858. He thereafter was a student for one year in the University of Michigan, and upon leaving this institution he entered the junior class of Williams College, at Williamstown, Massachusetts, in which he was graduated in 1861, with the degree of Bachelor of Arts. The intrinsic loyalty and patriotism of the young collegiate was significantly shown almost immediately after his graduation, for he promptly tendered his services in defense of the Union at the very inception of the civil war. On the 16th of August, 1861, he enlisted as a volunteer, and incidentally had the distinction of being the first student of his alma mater to take this action. On the 10th of the following September he was enrolled as a private in the Ninth Michigan Volunteer Infantry, and he was mustered in as sergeant major. On the 12th of the following month he was promoted first lieutenant, and three days later his regiment was mustered into the United States service, with Lieutenant Duffield as adjutant. He proceeded with his command to the field of operations in Kentucky. Soon afterward he was appointed assistant adjutant-general of the Twenty-third Brigade, Army of the Cumberland. It was his fortune to be an active participant in many of the most important engagements which marked the progress of the great internecine conflict and to win, through gallant and meritorious service, successive official promotions. While it is not possible within the circumscribed limitations of a sketch of

this order to enter into full details concerning his record in the civil war, it is deemed but consonant that the following epitome of his service, from the records of the war department, be incorporated for richly merited perpetuation:

"Assigned to McCook's corps, Department of the Ohio, afterwards Army of the Cumberland, November, 1861. Sixteenth Brigade, Department of the Ohio, December. On duty at West Point and various other places in Kentucky, constructing field works and bridges, until January 4, 1862. Assistant adjutant-general Twenty-third Brigade, Army of the Cumberland, from February to July, 1862. Detailed as adjutant-general of United States forces in Kentucky, stationed at Louisville, May, 1862. Pursuit of Morgan, Lebanon, Tennessee, May 5. Winchester, June 3; Sweeden's Cove, June 3; Chattanooga, June 7-8. Assistant adjutant-general on staff of General T. L. Crittenden, July 17, 1862. Murfreesboro, July 13. Prisoner of war, exchanged August 15, 1862. On duty with provost guard, headquarters Fourteenth Army Corps, November, 1862. Lavergne, December 27; Stone's River, December 30-31, 1862, and January 1-2-3, 1863. By order of General George H. Thomas assigned to command of mounted provost guard, headquarters Fourteenth Army Corps, June 9, 1863. Post adjutant, Chattanooga, November 9, 1863; Chattanooga, November 23. Orchard Knob, November 24; Missionary Ridge, November 25. Assistant provost marshal general, Army of the Cumberland, on staff of General George H. Thomas, March 1 to October 14, 1864; Army of the Cumberland, April 13 to May 18, 1864. Rockyface Ridge, May 8-11, 1864; Buzzard's Roost, May 10; Tunnel Hill, May 10; Resaca, May 13-16; Adairville, May 17-18; Caseville, May 19-22; Dallas, May 25 to June 4; Pumpkinvine Creek, May 27; New Hope Church, May 30; Kenesaw Mountain, June 9-30; Big Shanty, June 10; Golgotha, June 15; Pine Mountain, June 16; assault on Kenesaw, June 27; Nickajack Creek, July 2-5; Vining's Station, July 5; passage of Chattahoochie, July 6-10; Peach Tree Creek, July 19-20; siege of

Atlanta, from July 28 to September 2. Acting provost marshal general on staff of General George H. Thomas, from Chattanooga to Atlanta. Eutoy Creek, August 5-6; Mount Gilead Church, August 27; Jonesboro, August 31 to September 7; Lovejoy Station, September 2-5. Mustered out and honorably discharged at Atlanta, Georgia, October 14, 1864."

From the above list the student of our nation's history can gain a definite idea of the long and arduous service accorded by General Duffield in the great conflict through which the integrity of the Union was perpetuated. At the inception of the Spanish-American war it was again the privilege of this veteran soldier to render service in arms. He received, unsolicited, a commission, from President McKinley, as brigadier-general of volunteers, and proceeded to the scene of conflict in command of the Thirty-third and Thirty-fourth Michigan and Ninth Massachusetts volunteers. He took part in the campaign of Santiago de Cuba and in the attack on Aguadores, and after the departure of General Young he was in command of Siboney until stricken down with yellow fever, from the effects of which dread scourge he did not recover for many months. His service in the Spanish war was marked by the same fidelity and loyalty as were shown in his record during the Rebellion, and he gained new honors as a commanding officer of ability and discretion. Upon the recommendation of General Shafter, President McKinley nominated him as brevet major-general.

General Duffield has ever retained a deep interest in military affairs and especially in his old comrades of the civil war. He is a member of the Military Order of the Loyal Legion, and in 1897 he served as commander of the Michigan Commandery of this noble organization. He was the first commander of Detroit Post, No. 384, Grand Army of the Republic, and is still an active member. He was also commander of the Michigan department of the Grand Army of the Republic and national vice-commander in chief. In 1895 he was elected president of the Detroit Light Guard, the oldest military organization in the

city, and of this position he is still incumbent. In 1874 he was appointed a member of the state military board of Michigan, with the rank of colonel, and as such he served on the staffs of Governors Bagley, Croswell and Jerome. Within his tenure of this position the militia of the state was reorganized and uniformed. He continued in this office until January, 1883, when he retired, having been president of the board at the time. In 1885 he was again appointed to the same office, by Governor Alger, being again chosen president of the board, and he served during the administration of General Alger as chief executive of the state.

Reverting to the point at which General Duffield completed his service in the civil war, it may be noted that he returned to Detroit, where he took up the study of law under the preceptorship of his brother, the late D. Bethune Duffield, to whom a specific memoir is entered on other pages of this work. Under such able direction General Duffield made rapid progress in his assimilation of the minutiae of the science of jurisprudence, and in 1865 he was admitted to the bar of his native state. During the long intervening period of more than forty years he has been engaged in the active practice of his profession, in which his success has been of most unequivocal order and in which he has added to the professional luster of the honored family name. He has been identified with much of the important litigation in the various county, state and federal courts, and the records of the same bear evidence of his pronounced and manifold victories. As a counselor also his services have been retained by many representative corporations and business concerns, as well as private individuals. His knowledge of the law is profound, as he has continued a close and appreciative student and has a mind peculiarly judicial in its bent. He was counselor for the Detroit board of education from 1866 to 1870, and it is due to his efforts that to the public library are diverted the fines collected in the city police courts,—now amounting to full thirty thousand dollars annually. From 1881 to 1887 General Duffield was city counselor, and in this office he rendered admirable service in the protec-

tion and administration of municipal affairs. He was the first president of the Michigan State Bar Association and has been a member of the American Bar Association from the time of its organization. He is professor of federal practice and jurisprudence in the Detroit College of Law. He served one term as a member of the board of water commissioners, of which he was chosen the presiding officer, also as a member of the board of park commissioners. At the time of his retirement from the water board, in May, 1895, he was presented with a beautifully engrossed copy of the resolutions passed by his associates on the board. The testimonial is substantially as follows:

The members of the board of water commissioners of the city of Detroit desire to express their appreciation of the services rendered to this board and to the city of Detroit by Colonel Henry M. Duffield, whose term of office as water commissioner, covering a period of five years, has now expired. Distinguished for uniform courtesy and polished address, a scholar by intellectual endowment and liberal education, patriotic and public-spirited, Colonel Duffield combines in a pre-eminent degree those qualities that men respect and esteem. As president of the board he judiciously and skillfully guided its policy with unassumed and quiet dignity, always patient and always considerate of the opposing opinions of others. His wisdom, acquired from long experience and familiarity with affairs, became the property of his fellow commissioners, and in the company of the wise man we all seemed wise. Anxious to obtain the most efficient service for the benefit of the city, and mindful that public position demands capacity, intelligence and honesty, he invariably recommended appointments upon merit rather than favor, never using his official power for personal ends. We are consoled for his loss as a fellow commissioner by the knowledge that he is still our fellow citizen,—one for whom we shall always continue to entertain the highest regard and in whose welfare we shall ever feel an earnest concern.

In 1903 President Roosevelt appointed General Duffield umpire in the German-Venezuelan arbitration, and he spent four months in Caracas as presiding officer of that tribunal. His services were commended highly in a joint let-

ter of the German and Venezuelan commissioners, who thus gave mark of appreciation in such terms that the text of the letter was given out from the White House to the Associated Press, by the direction of the president.

In his political allegiance General Duffield has always been arrayed as a stalwart supporter and advocate of the principles of the Republican party, in whose cause he has given large and effective service. He was chairman of the Republican state central committee and a member of the Michigan delegation to the Republican national conventions at Chicago and Indianapolis, being foremost in forwarding the candidacy of General Russell A. Alger, Detroit's honored and distinguished citizen, for nomination for the presidency. He was chairman of the Michigan delegation to the national Republican convention at Minneapolis. He has never sought or desired political preferment, though his name has been often suggested in connection with offices of high public trust. He and his wife are zealous and valued members of the Presbyterian church and liberally support its various departments of work. The General is an active member of the Union League Club and the University Club, both of New York city, the Army and Navy Club, of Washington, D. C., and the Detroit Club, Yondotega Club and Country Club. He is identified with a large number of representative civic and social organizations, including the Sons of the American Revolution and the Detroit lodge of Elks.

On the 29th of December, 1863, was solemnized the marriage of General Duffield to Miss Frances Merrill Pitts, a daughter of the late Samuel Pitts, of Detroit, and a direct descendant of Mayflower Puritan stock. She died in 1906. General and Mrs. Duffield had seven sons, all of whom save one have been graduated in Harvard University, and all are well upholding the honors of an honored name. Henry M. Duffield, Jr., is secretary of Detroit White Lead Works; Pitts Duffield is president of Duffield & Company, publishers, New York; Divie Bethune Duffield is an attorney and a partner of his father in the firm of H. M. & D. B. Duffield, Union Trust building; Dr.

Francis Duffield resides at 248 Seminole avenue, Detroit; Morse S. Duffield is a mining engineer, at Salt Lake City; and Graham Duffield is general manager of the Michigan Equipment Company, Majestic building, Detroit.

CALEB VAN HUSAN.

Success in any line of occupation, in any avenue of business, is not a matter of spontaneity but is the legitimate offspring of subjective effort, the improvement of opportunity and the exercise of the highest functions made possible by the specific ability. To trace the history of a successful and worthy life must ever prove profitable and satisfying indulgence, for the history of the individual is the history of the nation; the history of the nation that of the world. The subject of this memoir attained to a high degree of success in material affairs, having to do with the matters of broad scope and influence, and over and above this his private life was singularly pure and noble, —one altogether worthy of emulation. He eminently deserves classification among those self-made men who have distinguished themselves for their ability to master the opposing forces in life and to wrest from fate a large measure of success and an honorable name.

Mr. Van Husan had his nativity and youth encompassed by those environments which have ever made for the development of strong individuality and sterling attributes of character. He was a pioneer of Michigan and his name has no insignificant place in her annals and those of the city of Detroit. He was born at Manchester, Ontario county, New York, on the 13th of March, 1815, and was a son of William Van Husan, a native of Holland, whence he immigrated to America when a youth. The subject of this sketch remained at the parental home, receiving limited educational advantages, until he had attained to the age of thirteen years, when his mother died. This fact, coupled with the very limited financial circumstances of the family, proved the impetus which sent the boy forth to grapple with life's responsibilities for himself. He became an apprentice to a cabinet-

maker, was "furnished plain living and scanty clothing, but plenty of work, and by agreement was to have three months' schooling in the district school every year." His employer failed to provide for the schooling in harmony with his agreement and the boy determined to secure a release from his apprenticeship. In order to compass this result he was compelled to furnish security for a suit of clothes purchased for but withheld from him. Of this episode in his early independent career the following pertinent statements have been made: "Three neighbors, who were struck with the diligence and sturdy energy of the boy, became security for the clothes. Caleb then went to Albion, New York, where he worked at his trade and earned the fourteen dollars necessary to pay for the clothes, thus relieving his friends from their obligation. In this we have early evidence of the sterling business integrity which characterized him through his entire life."

In February, 1836, when only twenty years of age, Mr. Van Husan was united in marriage to Miss Catherine Jackson, daughter of Samuel Jackson, of Palmyra, New York, and soon afterward he became associated with his father-in-law in the general merchandise business. In November, 1838, he took up his residence in Saline, Michigan, which was then a small forest hamlet in a sparsely settled section, and there opened a country store. He remained there until 1853 and in the meanwhile built up a very prosperous business, as measured by the standards of the time and locality, accumulating a fair property and a high reputation for fair and honorable dealing as a business man. While a resident of Saline he was elected to represent his county in the state legislature, serving one term,—the session of 1844. In 1846 he was one of the four delegates from Michigan who attended the great river and harbor convention in Chicago.

In 1853, realizing the broader opportunities offered in the metropolis of the state, Mr. Van Husan removed to Detroit, where he was engaged in the mercantile business about two years, at the expiration of which he retired, though only forty years of age at the time.

It was not his to remain inactive, however, and as his capital increased through his various investments he found ample demand upon his time and attention. For many years he was a member of the directorate of the Detroit Locomotive Works; he was also a director of the Michigan Insurance Company Bank, which later became the First National Bank of Detroit; and he was elected the first president of the Detroit Fire & Marine Insurance, remaining incumbent of this office until the time of his death and being one of the dominating figures in the building up of the magnificent institution. It has well been said that "his business habits and well known integrity aided very greatly in making that insurance company one of the most successful in the country." In the great Chicago, Manistee and Muskegon fires of 1871 every dollar of the capital stock and surplus of the company was lost, but so great was the faith of its stockholders in its management that each of the number at once contributed his quota of the one hundred and fifty thousand dollars necessary to restore the capital stock.

In 1865 occurred the death of Mr. Van Husan's first wife, who was survived by five children. In 1866 he contracted a second marriage, being then united to Mrs. Emily C. Burr, of Gloversville, New York. Of the second marriage one child, Harry C., survives him. Concerning the children of the first marriage the following brief data are entered: Laura J. is the widow of William A. Moore; Flora B. is the widow of Silas B. Coleman; Katherine is the widow of William H. Wells; Fannie is the wife of John Ward Whitbeck; Edward C. is individually mentioned in this publication.

Mr. Van Husan was a stockholder in the Buhl Iron Works, one of the great manufacturing concerns of Detroit, and was a director of the same at the time of his death. In the '60s and '70s he served as a member of the Detroit water board, but he was never a seeker of public office. In politics he gave his support to the Democratic party.

His own lack of early educational advantages led Mr. Van Husan to place a high val-

uation on the same and he took unqualified satisfaction and pride in affording his children the best possible opportunities in this line. He was for many years a member of the board of trustees of Madison University, at Hamilton, New York, and he also took an early and active interest in Kalamazoo College, as well as all that touched other phases of the work of the Baptist church throughout the state of Michigan. He united with this denomination when but fourteen years of age, at Knowlesville, New York, and ever remained a faithful and zealous worker in the church. He was one of the pillars of the Baptist church in Saline and upon removing to Detroit he united with the First Baptist church. He was afterward instrumental in organizing the Lafayette Avenue Baptist church, now known as the Woodward Avenue Baptist church, and of the former he was senior deacon at the time of his death. He gave months of personal supervision to the erection of the church edifice on Lafayette avenue and made a liberal subscription to the erection of the magnificent church on Woodward avenue, completed since his demise.

The following appreciative estimate, written by one familiar with the life and labors of Mr. Van Husan, is properly given reproduction at this point: "Mr. Van Husan was emphatically, a domestic man; his home was his kingdom; there he delighted to gather his family and his friends; there he was ever at rest, preferring the quiet of his fireside to the duties of social life. To a large degree he lived in and for his children. For two or three years prior to his death he suffered greatly from heart disease. His days and weeks of suffering were suddenly and unexpectedly ended in the early dawn of August 20, 1884. The twin angels, Death and Sleep, exchanged their guardianship of a human spirit, and the soul of Caleb Van Husan passed through mortal sleep into the eternal waking of the heavenly land."

Kindly, gentle and unostentatious, Mr. Van Husan significantly exemplified the faith that makes faithful, and on the record of his career there rests no suspicion of wrong or injustice. He made his life one of usefulness in all its

relations, and mortal man can not do more. He left an impress upon the business life of Detroit, and here is given lasting honor to his memory.

CHRISTIAN H. BUHL.

Any piece of biographical writing should be both an impression and an interpretation, quite as much as a summary of facts. Facts, to be sure, are of use as wholesome correctives of prejudice or whimsey; but in the condensed narrative of life there is danger that they may tyrannize. In studying a clean-cut, sane, distinct character like that of the late Christian H. Buhl, interpretation follows fact in a straight line of derivation. There is small need for indirection or puzzling. His character was the positive expression of a strong nature and his strength was as the number of his days. His name looms large in connection with the industrial and civic history of the city of Detroit and the state of Michigan, and in a work of the province assigned to the one at hand it is imperative that an outline of his career be given, marked, as it was, by splendid achievements and guided and governed by the highest personal integrity and honor.

Christian H. Buhl's lineage may be traced to staunch German derivation and he himself was a native of the old Keystone state. He was born in Butler county, Pennsylvania, May 9, 1812, and was a son of Christian Buhl, who was born in Germany, in 1776, and who immigrated to America in 1802, settling in western Pennsylvania, where he passed the residue of his life, his death occurring in 1864. He was a merchant and farmer and was a man of worth and influence. The subject of this memoir secured his early educational discipline in the common schools of his native commonwealth, where he was reared to maturity and where, in his youth, he learned the trade of hatter, which he followed for some time in the city of Pittsburg. Upon attaining to his majority he determined to come to what was then considered the far west, and he arrived in Michigan in 1833, several years prior to the admission of the state to the Union. He made the trip from Pennsylvania down the Ohio



Wm Jones
C. A. D. M. H. E.

river to the Mississippi and thence to Chicago, which was at that time practically nothing more than a frontier trading post. From the future metropolis of the west he crossed the lake to St. Joseph, from which point he made his way, by stage and on horseback, to Detroit, where he arrived in the spring of the year mentioned. He at once identified himself with the business interests of the city with whose material upbuilding and commercial and social advancement he was destined to be so largely concerned. He associated himself with his elder brother, Frederick, in establishing a small manufactory of hats and caps, and within a comparatively short time they also engaged in the fur business, in which department Christian H. was the leading spirit in the initial stages, though his brother's name later became and long continued one of great prominence in this connection. Their operations in furs steadily broadened and strengthened, and ere long covered practically the entire northwest. In 1842 they joined the successors of the American Fur Company in the purchasing of furs throughout Canada and the states bordering on the Great Lakes, and for a decade they controlled a very extensive business in this line, extending as far to the south as St. Louis. After the termination of the combination noted Christian H. Buhl continued in partnership with his brother until 1855, when he retired from the firm and associated himself with Charles Ducharme in the wholesale and retail hardware business, soon succeeding to the extensive trade of Alexander H. Newbold and that of Ducharme & Bartholomew, and thus creating one of the most extensive enterprises of the sort in the west. The retail branch of the business was abolished in 1871, and after the death of Mr. Ducharme, in 1873, Mr. Buhl secured control of the entire enterprise, with which his two sons, Theodore D. and Frank H., eventually became identified, under the firm title of Buhl, Sons & Company, which still continues, though Frank H. Buhl is now the only surviving member.

In 1863 Mr. Buhl and others bought the Westerman iron works at Sharon, Pennsylvania, and the name was then changed to the

Sharon Iron Works. The business has been developed into one of the most extensive of the sort in the country, and has long been under the supervision of Frank H. Buhl, who has other large and diversified capitalistic interests in Pennsylvania. In 1864 the honored subject of this sketch purchased a controlling interest in the Detroit Locomotive Works, which he vitalized and expanded through his executive powers and fostering capitalistic support. In 1880 the business was incorporated as the Buhl Iron Works, and Mr. Buhl remained president of the concern until his death. About 1881, in company with his son Theodore, he organized the Detroit Copper & Brass Rolling Mill Company, of which he was president for a long term of years. This enterprise likewise has been developed to magnificent proportions. He also gave inception to the Peninsular Car Company, purchasing the old Walker car works, and his son Theodore D. was the first president of this corporation. Mr. Buhl had a notable initiative and administrative ability and as success crowned his labors in one field he amplified his efforts in promoting other undertakings which conserved progress and substantial industrial and commercial prosperity. He was largely concerned in railway construction in the earlier days, having been chiefly instrumental in the building of what is now the Ypsilanti & Hillsdale branch of the Lake Shore & Michigan Southern system and also of the Detroit & Logansport Railroad, of both of which companies he was president, besides being a stockholder in other early railroads in the state.

It was but natural that Mr. Buhl should become largely concerned in banking enterprises in his home city as his prestige increased as a leading capitalist. In 1845 he was one of those instrumental in the reviving of the old Michigan State Bank, and nearly two score years later he took a prominent part in the organization of the Second National Bank of Detroit. When the charter of this institution expired he assisted in the organization of its successor, the Detroit National Bank, of which he was elected president in 1887. He was a large stockholder in the Union Trust Company at the

time of his death and was the owner of a large amount of valuable realty in Detroit.

A man of broad mental ken, Mr. Buhl did not hedge himself in with purely personal or business interests, but he lived up to the full tension of civic duty and responsibility and ever took pride in the beautiful city which was so long his home. In 1851 he was elected to represent the Second ward in the board of aldermen, and from 1860 to 1862 he was the city's mayor, giving a most creditable administration, and that at the climacteric period marking the inception of the civil war, in which he gave a most loyal support to the Union. It was within his term as mayor that the erection of the present city hall was instituted. In politics he was originally a Whig, but he identified himself with the Republican party at the time of its organization and thereafter continued a staunch advocate of its principles, though he was never an active politician. Of him it has been written: "Mr. Buhl always responded to the demands of charity, and made liberal donations to Detroit institutions. He also gave a very valuable and complete law library to the University of Michigan. He was one of the original promoters of the Art Museum and a trustee of the Detroit Medical College. He was a consistent and valued member of the Fort Street Presbyterian church."

In 1842 was solemnized the marriage of Mr. Buhl to Miss Caroline De Long, of Utica, New York, and they became the parents of two sons and three daughters, all of whom are now deceased except Frank H., who maintains his home in Sharon, Pennsylvania. Mr. Buhl attained to the age of more than four score years, his death occurring in 1893, and his widow was summoned to the life eternal in 1899. The names of both bear distinction on the roll of the honored pioneer citizens of the beautiful "City of the Straits." Mr. Buhl was a man of no little reserve, but he had the power of drawing to him close and loyal friends, who were appreciative of the sterling attributes of his character. His success was won by worthy means and upon his career rests no shadow of wrong or suspicion of evil. He knew men at

their true worth and his life was marked by tolerance of judgment and by an impregnable integrity of purpose.

WILLIAM A. BUTLER.

A dominating figure in financial circles in Detroit and Michigan for a long term of years was the honored pioneer and sterling citizen to whom this brief memoir is dedicated. He became a resident of Detroit prior to the admission of the state to the Union and in this city he was identified with banking interests in an active way for nearly a half century and up to the time when he was called from the scene of life's endeavors. His was a career of signal usefulness and honor and he kept throughout a life of prolonged and prolific application an escutcheon upon which appeared no semblance of blot or stain. He died at his home at 185 Lafayette avenue, Detroit, on the 6th of May, 1891, in the fulness of years and accomplishment and secure in the esteem of all who knew him or had cognizance of his exalted citizenship.

William A. Butler was born in Deposit, Delaware county, New York, May 17, 1813, and was a son of Samuel Butler, who was a lieutenant colonel in a regiment of New York infantry in the war of 1812, serving principally on Long Island. For a number of years he was engaged in agricultural pursuits in the old Empire state, but he eventually came to Michigan, passing the closing years of his life in the home of his daughter, in Calhoun county. His wife died at the time of the birth of the subject of this sketch. William A. Butler was reared to the sturdy discipline of the farm and attended the common schools, as opportunity presented, until he had attained to the age of fourteen years, in the meanwhile having developed that spirit of self-reliance and that power of consecutive endeavor which so signally conserved his success in later life. His education was rounded out under that wisest of all head masters, experience, and thus he effectually made good the handicap of earlier years, becoming a man of broad intellectual

ken and splendid business acumen. At the early age of fourteen years he left the paternal roof to become dependent upon his own resources, having found employment, for varying periods, in Catskill, New York city, New Haven, Connecticut, and Northampton, Massachusetts.

Mr. Butler first came to Detroit in 1835, and here he maintained his residence consecutively from 1836 until the time of his death. For about a decade after coming to Detroit Mr. Butler was engaged in mercantile pursuits, and in 1847 he initiated his banking career, thus associating himself with the line of enterprise in which it was his to attain to so marked distinction and so great a measure of success. In the year mentioned he formed a partnership with Alexander H. Dey, with whom he was associated in the private banking business for a short interval. He retired to establish a bank of his own, in 1848, under the title of William A. Butler & Company. When the Detroit Savings Fund Institute was started, the following year, with Chancellor Farnsworth as president, Mr. Butler, who was a close friend of Mr. Farnsworth, became the first cashier of the new institution. This was open only three mornings in the week and Mr. Butler continued as cashier only a short time, owing to the increasing demands placed upon his time and attention by his own banking business.

From the history of Michigan banks and bankers written by that honored contemporary of Mr. Butler, Emory Wendell, is drawn the following brief record of the banking career of the former:

"In those days the banking business was very profitable, and as Mr. Butler was shrewd and energetic he soon laid the foundation of a handsome fortune. From time to time he invested his profits in real estate, one of his earliest purchases being about thirty-five acres and seventy lots on the Cass farm, from Mrs. VonLimburg, formerly Belle Cass. In later years he became a large property owner on Woodward avenue and in other parts of the city. In 1859 he built the Butler block on Griswold street, opposite the postoffice, and moved his bank into it the following year. He

had no partner until 1863, when his eldest son, Edward H. Butler, was admitted to partnership, the firm name remaining as before. In 1870 the Mechanics' Bank was incorporated, with William A. Butler, president, and Edward H. Butler, cashier. In 1871 it was reincorporated under a new law just passed. The capital from the start was one hundred thousand dollars and remained at that figure until the bank's charter expired, October 1, 1901, when it was increased to two hundred and fifty thousand dollars. During all these years the Mechanics' Bank was very prosperous. It paid large dividends and if the stock had been in the market it would have commanded a high figure, but the stock was always held closely in the family, the only exception being the interest of Herbert Brown, the bank's attorney."

The Mechanics' Bank, of which the subject of this memoir was president from its organization until the time of his death, went into voluntary liquidation in 1901, the business being transferred largely to the State Savings Bank, now known as the People's State Bank. At the time of his demise Mr. Butler had been longer engaged in banking in Detroit than any other citizen. For a long series of years he was president and one of the most active trustees of the Elmwood Cemetery Association. For about twelve years he was vice-president of the Michigan Mutual Life Insurance Company and he was then elected president, of which office he was incumbent up to the time of his death. For many years he served also as president of the Detroit Fire & Marine Insurance Company. Up to the moment he was confined to his home by his last illness, catarrhal pneumonia with complications, he was actively engaged in looking after his many business interests.

Although never active in the domain of practical politics, Mr. Butler took a keen and loyal interest in the issues and questions of the day, and in local politics he served on many important boards, marking deeply his influence upon the administration of the municipal government during a period of many years. During the opening years of the civil war he rendered most effective service and aid in or-

ganizing and equipping the volunteer forces of Michigan. He was one of the zealous members and supporters of the First Congregational church and was liberal in upholding all religious and moral enterprises. He was identified with various civic and fraternal organizations in Detroit and always took great interest in the progress and wellbeing of his home city.

On the 12th of September, 1839, was solemnized the marriage of Mr. Butler to Miss Mary Ann Harter, of Adams, Jefferson county, New York, who died January 19, 1908. They are survived by three sons,—Edward H., William A., Jr., and Frederick E. Butler, all of whom were intimately associated with him in his business operations. He and his wife celebrated the fifty-second anniversary of their wedding and his death was the first break in the family circle. Mr. Butler was a man of fine presence and utmost urbanity and courtesy, so that he won and retained the friendship and esteem of those with whom he came in contact in the various relations of life. He was a man of many admirable qualities. He had fine perceptions of principle, and if one of his nobler characteristics stood out in distinct prominence above others it was his loyalty to principle. It would be difficult to say anything better than that of any man. In social life he was one of the kindest, most polished and courteous of gentlemen. The new era which puts a majority of men so long under the lash that they have no time for the polite conventions which made the old school of gentility so admirable, did not swerve him. His life record would suggest that long ago he must have adopted that fine old rule of living:

"This above all: to thine own self be true.
And it must follow, as the night the day,
Thou canst not then be false to any man."

HENRY B. BREVOORT.

In the early history of Detroit the name which initiates this article was well known and represented a power and beneficent influence in local affairs. In compilations of this order fitting memorials to such sterling pioneers are most consistently incorporated.

Henry B. Brevoort came of staunch Holland Dutch stock and the family was founded in America prior to the war of the Revolution. He was born in New York city, in January, 1775, and was a son of Henry Brevoort, the maiden name of his mother having been Bergaw. The parents were natives of Holland, whence they immigrated to America about 1700, taking up their residence in New York city, where they passed the remainder of their lives. The subject of this memoir was reared to maturity in his native city, where he received good educational advantages, as gauged by the standards of the period. As a young man he left the national metropolis to seek adventure and fortune in the western wilds. He located in Detroit and entered the United States army, in which he was an officer at the time of the war of 1812. At the time of the surrender of Detroit to the British he was one of those who protested against the action of the commander, but was compelled to accept the situation with as much equanimity as possible, being taken as a prisoner of war and being eventually granted a parole. His attitude in the regard, as showing his disregard for a parole given under such circumstances, was indicated by his soon joining the American forces at Put-in-Bay. Official reports show that he rendered valiant service after the un-called for capitulation of Detroit. After the close of the war he returned to Detroit, where he became prominent and influential in business and civic affairs and where he continued to reside until he was summoned from the scene of life's endeavors, his death occurring in January, 1857.

In the year 1811 was solemnized the marriage of Mr. Brevoort to Miss Catherine Navarre, a daughter of Robert Navarre, who was born and reared in Detroit, where his father, Robert Navarre, Sr., settled in 1728. Mr. and Mrs. Brevoort became the parents of four sons and one daughter, and all continued to make their home in Detroit until death, with the exception of Elias, who went into the southwest, being one of the early scouts in New Mexico, where he was a companion of the historic Kit Carson. He was a prominent fig-

ure in the Indian wars on the frontier and he finally established his home in Santa Fe, where he served as register of the United States land office under the administration of President Hayes. His death occurred in 1904 and he was known as one of the representative citizens of New Mexico. Another son, Henry B., Jr., was a civil engineer by profession, and he died in Detroit, December 27, 1851. He surveyed all the northern counties of the lower peninsula of the state and also did considerable work of the sort in the upper peninsula, attaining to a high reputation in his profession. John, the eldest son, passed his life in Detroit and became the owner of a large amount of valuable realty, leaving a substantial estate at his death, which occurred in March, 1899. Robert, the youngest of the sons, was one of the argonauts to California in 1849, and he died in that state, his relatives having heard nothing from or concerning him after he left for the Pacific coast. The only daughter of the subject of this sketch was Mary A., who became the wife of Charles Leroy Bristol, in 1838: her husband was a prominent business man of Detroit for many years.

Henry B. Brevoort was a man of fine mentality and staunch integrity, and he wielded no little influence in public affairs in the city which so long represented his home. He never sought official preferment, but was known as an ardent and uncompromising advocate of the principles of the Democratic party.

Henry B. Brevoort, Jr., of whom brief mention has already been made, was reared and educated in Detroit, and his professional training as a civil engineer was gained mainly through practical field experience. That he developed exceptional strength in the line is evident when recognition is had of the fact that at the age of seventeen years he was granted a government surveying contract, which he carried to successful completion.

July 13, 1841, was celebrated the marriage of Henry B. Brevoort, Jr., and Miss Sarah Jane Macomb, who was born and reared in Detroit. She was a daughter of William Macomb, who died when she was a child of about

five years. Her grandfather, William Macomb, Sr., was one of the early settlers of Detroit, where he was a prominent business man at the time of the war of the Revolution. In company with his brother Alexander he secured possession of Grosse Isle in 1776, from the Pottawatomie Indians. The Macomb family has been one of prominence and influence in connection with the history of the state of Michigan. To Henry B. and Sarah Jane (Macomb) Brevoort were born three children. William M. sacrificed his life in defense of the Union in the civil war, having met his death in the battle of Cold Harbor, June 1, 1864. He rose from the rank of second lieutenant to that of lieutenant colonel of the First Michigan Cavalry and was a brave and gallant soldier; he was not married. Thornton E., the second son, died in July, 1906. He was cashier for the Michigan Central Railroad at Grosse Pointe for a period of nine years and served as an internal-revenue officer under the administration of President Cleveland. Henry N., the second of the three sons, is now the only representative of the third generation of the family in Michigan. He was born in Detroit April 3, 1848, and in this city his early educational discipline was secured. In 1872 he took up the study of law in the office of the well known firm of Van Dyke, Brownson & Moran, and in 1874 was admitted to the bar of his native state, well fortified for the active work of his chosen profession, which he has honored and dignified by his services as a legist and jurist. In 1876 he was elected prosecuting attorney of Wayne county, remaining incumbent of this office for two terms. In 1887 he was honored with election to the circuit bench, on which he served six years, making a most creditable record and manifesting marked judicial acumen, reinforced by a thorough knowledge of the law. He is still engaged in active practice in Detroit and is known as one of the representative members of the bar of the state. Judge Brevoort is a staunch supporter of the principles and policies of the Democratic party and has done effective service in its cause. His religious faith is that of the Catholic church, of which both he

and his wife are communicants, as were also his parents.

On the 21st of April, 1898, was solemnized the marriage of Judge Brevoort to Miss Neele E. Davis, who was born in Kentucky. They have no children.

WILLIAM J. CHITTENDEN.

The subject of this sketch has occupied a prominent place in the civic and business life of Detroit for a long period of years, and it is doubtful if the name of any other citizen, except such as have been incumbent of high political positions, is better known to the public at large than is his. He stands today as one of the pioneer hotel men of the state, having long been identified with and the head of the old Russell House, which was the leading hotel of the state as well as of Detroit for fully a half century, and he has held prestige as one of the ablest hotel men in the Union and also one of the most popular. Aside from this Mr. Chittenden, who is now living virtually retired, in Detroit, has ever maintained the highest civic ideals and has done much for the promotion of the best interests of the beautiful "City of the Straits," his allegiance to and affection for which have never wavered. A man of fine intellectual gifts, urbane and gracious personality, progressive ideas and utmost loyalty, he has made his influence felt for good in manifold ways and to-day holds a secure place in the confidence and esteem of the people of Detroit. He continued to be identified with the management of the Russell House until the historic caravanserie was closed,—to be razed to the ground that it might give place to the magnificent modern structure, the Hotel Pontchartrain, which was opened in October, 1907, and of which his youngest son, and namesake, is manager, so that the family name bids fair to long continue connected with the supreme hotel interests of the Michigan metropolis.

William J. Chittenden has been a resident of Detroit for more than half a century and he has honored the city by his life and attitude as a citizen and business man. The name which he bears has been long and prominently identi-

fied with the annals of American history, and was early known in New England, whence the original progenitor came from England in the early colonial days, becoming one of the pioneers of Connecticut. Representatives of the family were found represented as valiant soldiers in the various colonial wars, including that of the Revolution. Mr. Chittenden himself is a native of the old Empire state of the Union, having been born at Adams, Jefferson county, New York, on the 28th of April, 1835, and being a son of Thomas C. and Nancy (Benton) Chittenden, the former of whom was born in Connecticut and the latter likewise having been a representative of colonial stock. Thomas C. Chittenden became a lawyer of fine attainments and of marked prominence and influence, having been engaged in the practice of his profession at Watertown, New York, for many years, and having represented his district in congress from 1840 to 1845. In politics he was originally and old-line Whig, but upon the organization of the Republican party he transferred his allegiance to the same, of whose principles he thereafter continued a stalwart advocate until his death, which occurred at Watertown in 1866; his devoted wife, a woman of noble character, survived him by several years.

The subject of this review was reared to maturity in Watertown, New York, and was afforded the advantages of the best schools of the locality and period. There he gained his initial business experience as clerk in a mercantile establishment, and in 1853, when eighteen years of age, he came to Detroit, little realizing the prominent position to which he was destined to attain in connection with the city's business and social life. Soon after his arrival here he secured a clerkship in the retail dry-goods establishment of Holmes & Company, but within less than a year he found a wider field for the utilization of his talents, taking a position in the money-order department of the state postoffice, under Colonel T. Broadhead. In 1856 he returned to Watertown, New York, where he became bookkeeper and teller in the Black River Bank, but the lure of Detroit proved sufficient to call him

back to this city in 1858, in which year he became bookkeeper and secretary to his brother-in-law, the late William Hale, who was proprietor of the Russell House from 1858 to 1861. Under these conditions Mr. Chittenden gained his initial experience in connection with the line of enterprise in which he finally achieved so much of eminence and success, and it is interesting to note in the connection that his entire active association with the hotel business was with the house with which he originally identified himself in the capacity mentioned. After the retirement of Mr. Hale he held the same official position with the former's successor, L. T. Miner, who was proprietor of the Russell House from 1861 to 1863, inclusive. In 1864 Mr. Chittenden became associated with Charles S. Witbeck in purchasing the business of the Russell, of which they assumed control under the firm name of Witbeck & Chittenden. This alliance continued until the death of Mr. Witbeck, in 1882, after which Mr. Chittenden was sole proprietor of the hotel until 1890, when Louis A. McCreary was admitted to partnership, under the firm name of Chittenden & McCreary. This firm continued until 1896, when Mr. McCreary retired, and thereafter Mr. Chittenden assumed individual control of the business, of which he remained the executive head until the hotel was closed, in 1905, in which year was started the dismantling of the building, one of the landmarks of the city, that the site might be utilized for the splendid structure which now graces it. With the closing of the house with which he had been identified for so many years and which he had maintained at the highest standard, gaining to it a reputation on a parity with that of the city itself, Mr. Chittenden virtually retired from active business, though he still gives his personal supervision to the management of his various capitalistic interests and shows an unwaning interest in the welfare and progress of Detroit. His circle of acquaintances among the representative public men of the state and nation has been particularly wide and Michigan has had no boniface more popular with the general public. Genial and kindly in his intercourse with all

with whom he has been thrown in contact in his long business life of semi-public character, appreciative of all that represents the higher ideals of life, a man of broad and comprehensive knowledge and of suave personal dignity, Mr. Chittenden has never failed to impress his individuality and to gain and retain inviolable friendships. He is at the present time, and has been for a number of years a member of the directorate of the First National Bank of Detroit, is president of the Hargreaves Manufacturing Company, makers of picture-frames, mouldings, etc., and president of the Michigan Wire Cloth Company, while he also has other important capitalistic investments in Detroit, including valuable realty. He is an honored member of the Detroit Club, the Fellowcraft Club, the Detroit Boat Club, the Audobon Whist Club, and the Old Club, at St. Clair Flats, and in the time-honored Masonic fraternity he has attained the thirty-second degree of the Scottish Rite, taking a deep interest in the various Masonic bodies with which he is affiliated. In politics he has ever been aligned as a stalwart supporter of the principles and policies for which the Republican party stands sponsor, and while he has at all times shown a loyal concern in public affairs, particularly those of a local order, he has never consented to accept office, except that of commissioner of the Detroit House of Correction, of which he remained incumbent for twenty years, having originally been appointed by the late Stephen B. Grummond, who was then mayor of Detroit. He was reappointed in 1908 for a term of four years.

On the 18th of January, 1866, was solemnized the marriage of Mr. Chittenden to Miss Irene Williams, daughter of the late General Alpheus S. Williams, one of the distinguished pioneer citizens of Detroit. Mrs. Chittenden died in the city of Chicago, April 7, 1907. She was taken ill on the train while on her way home from the Pacific coast, and about ten days later the end of her beautiful life came. She had been taken to the Auditorium Annex in Chicago, and with her in her last hours were the immediate members of her family with the exception of her son Frederick L.,

who was at the time lying critically ill in Detroit and who survived her by only two weeks. It is certainly fitting that in this article be entered a memorial tribute to this most noble and gracious woman, who played so important a part and was so loved and honored in the best social life of Detroit during a long period of years. Such a tribute can not be better gained than the following, which appeared in the Detroit Free Press on the day following her demise:

Detroit had no more splendid example of womanhood than Mrs. Chittenden, and it would be no exaggeration to say that there is none whose loss will be so deeply felt. In her activities, both charitable and social, it was her province to meet with many persons, and to those she endeared herself as a noble, whole-souled woman. The eldest daughter of General Alpheus S. Williams, Mrs. Chittenden was born in Detroit sixty-four years ago (January 3, 1843) and spent her entire life in this city. Her greatest activities were centered in St. Paul's church, Protestant Episcopal, of which she was a lifelong member and always an active worker. It was her proud distinction to have held office in every organization to which women are eligible in that church. That her social and charitable work was highly appreciated by the many women with whom she was associated is evidenced by the honors that have been bestowed upon her in the various organizations to which she belonged. Mrs. Chittenden had just entered upon her sixth year as state regent of the Daughters of the American Revolution, and, had she lived, would have gone to Washington to the national gathering. Much of her social activity was centered in the patriotic societies. She was past regent of Louisa St. Clair Chapter, Daughters of the American Revolution, and only a few days before her death she had completed her term of office as president of the Mount Vernon Society. Numerous other organizations claimed a share of her attention. She was a charter member of the Dames of the Loyal Legion, a member of the Founders' and Patriots' Society, a member of the state board of the Daughters of 1812, a member of the national board of trustees of the Daughters of 1812, a member of the King's Daughters, a member of the Colonial Governors, a member of the Society of American Memorial Ancestry, and a member of the New England So-

ciety. Her charitable work took a great deal of her time, and she was an active worker in behalf of the Children's Free hospital of Detroit. She was a past president of the board of that institution. The Needlework Guild of America, an institution recognized throughout the land for its worthiness, claimed a share of Mrs. Chittenden's activities. She was a member of the board of the Detroit branch of that society.

Besides her social and charitable work Mrs. Chittenden had much time for interest in music and art. She was a member of the Tuesday Musicales Society and the Fine Arts Society. She was an active worker in the Twentieth Century Club.

Concerning the children of Mr. and Mrs. Chittenden the following brief data are entered. Frederick L., who was born in Detroit, December 12, 1866, and who passed his entire life in this city, died at the family home, 134 Fort street west, on the 21st of April, 1907, exactly two weeks after the death of his loved mother. He had suffered an attack of pneumonia and at the time his parents were in New Mexico. He was identified with the Russell House from his youth and was secretary of the company which controlled the hotel at the time it was closed. He was well known and highly honored in his native city, where his circle of friends was limited only by that of his acquaintances. He never married. Alpheus Williams Chittenden, the second son, is a leading architect in Detroit, and William J., Jr., is manager of the magnificent new Hotel Pontchartrain, in this city. Margaret C. is the wife of William Tefft Barbour, president of the Detroit Stove Works; and Mary C. is the wife of Henry L. Newman, Jr., of Newman, New Mexico.

THEODORE D. BUHL.

A native son of the city of Detroit who well upheld the prestige of a name honored in the history of the city and who marked by distinctive personal accomplishment a place of his own in connection with economic, industrial and social affairs in the state's metropolis, was he to whom this brief memoir is entered. He is a son of the late Christian H. Buhl, of whom



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specific mention is made in this volume, so that a recapitulation of the family history is not demanded in the present connection. So intimately was the subject of this sketch associated with his honored father in business operations of wide scope and importance, that to gain a true conception of his life history the reader should refer to the review of the career of his father on other pages of this work.

Theodore D. Buhl was born in the city of Detroit, August 20, 1844, and his educational advantages in his boyhood and youth were those afforded in the schools of his home city and in an excellent academic institution in the east. He began his business career as a clerk in the employ of his father and when twenty-one years of age he was admitted to partnership in the wholesale hardware business which had been founded by the father. Thereafter he was closely associated with his father in his various industrial and capitalistic enterprises, early showing a marked capacity for detail administration and for the handling of affairs of importance. He continued a member of the wholesale hardware concern of Buhl, Sons & Company until the death of his father, when the business was incorporated under the present title of Buhl Sons Company, of which he became president, continuing incumbent of this office until the time of his demise.

For more than a decade Mr. Buhl devoted his attention principally to the hardware business, but later he became interested in many manufacturing and capitalistic enterprises. He was associated with his father in the purchase and development of the Sharon rolling mills, at Sharon, Pennsylvania, and was one of the original organizers of the Detroit Copper & Brass Rolling Mills. At the time of his death he was president of the Buhl Malleable Company, the Buhl Stamping Company, the Diamond Stamp Ware Company, and the National Can Company. He was also vice-president of the Old Detroit National Bank and the Detroit Trust Company, while through his connection with other and varied enterprises of prominence he held high rank among the influential business men of his native city. At the reorganization of the great pharma-

ceutical manufacturing concern of Parke, Davis & Company, one of the largest in the world, Mr. Buhl was chosen president of the company, an incumbency which he retained until his death.

From even this cursory glance it may be seen that Mr. Buhl's connections were with some of the most splendid of Detroit's institutions, and it should be noted that in no case did he permit his identification with an enterprise to be one of apathetic or nominal order. He knew the inward workings of every company in which he was concerned and in his official capacity gave to each the benefit of his mature judgment and keen business acumen. His capacity seemed unlimited and his counsel ever carried weight and resulted in definite good. He was essentially a business man and the cares and perplexities of large affairs were not sufficient to disturb his equipoise or deflect his judgment in the slightest degree. He knew what was needed under existing conditions and urged his claims with directness and discrimination, so that he was a valued factor in every corporation with which he identified himself. His circle of friends was wide and his loyalty and integrity were ever inviolable. He had friends and admirers because he deserved them through his intrinsic worth of character. He was a popular member of the Detroit Club and the Country Club, as well as other social and fraternal organizations. His political allegiance was given to the Republican party, but he never entered the arena of practical politics and never sought or accepted public office.

Mr. Buhl died in the city of New York, April 7, 1907, having had a stroke of apoplexy while walking on the street and succumbing before he could be carried to his hotel, in the immediate vicinity. His wife and other members of the family were with him in New York at the time when the summons came, and the news of his sudden death was received with unqualified sorrow and regret in his home city, whither his remains were borne for interment.

Mr. Buhl was united in marriage to Miss Elizabeth J. Walker, a daughter of the late Hiram Walker, of Walkerville, Ontario, Can-

ada, and she survives him, as do also three of their children, Willis E., Arthur H., and Lawrence D.

BETHUNE DUFFIELD.

It has been said that the sons of great men seldom attain to distinction, implying that more or less of handicap is entailed through standing in the shadow of such greatness. This may be in many cases true; in fact, the annals of our as well as other nations, show such to be the fact, but in contradistinction are found so many instances where sons have added laurels to honored names of fathers that there can be naught but perversity of spirit and obliquity of view when it is maintained that the above premise is invariably well taken. An instance is afforded in the career of the subject of this review, who is numbered among the representative members in Michigan of a profession which his father dignified and honored by his exalted life and services, and he has achieved precedence through his own powers and abilities, not depending upon hereditary prestige in winning the distinctive success which is his in his exacting vocation. He is a son of the late D. Bethune Duffield, who was for many years engaged in the practice of law in the state of Michigan and who was known as one of the most able members of a bar recognized then and now for its strength and brilliancy. He was one of Detroit's foremost citizens and it is fitting that a tribute to his memory be incorporated in this volume. Such a memoir is thus entered on other pages, and in this work is also a more generic epitome of the history of the Duffield family. To both of these articles the reader should refer in connection with the present brief sketch of the career of one of the able and popular representatives of this old and honored family of the Michigan metropolis.

Bethune Duffield was born in the city of Detroit, on the 28th of November, 1861, and is the younger of the two sons of D. Bethune Duffield and Mary Strong (Buell) Duffield. The father was a man of high intellectual

attainments and it was thus in natural course of events that the sons should be afforded the best possible scholastic advantages. The subject of this sketch is indebted to the public schools of his native city for his preliminary educational training and after leaving the same he entered the Michigan Military Academy, at Orchard Lake, in which he completed the prescribed course and was graduated in 1879, as a member of the first class to thus leave that excellent institution. He was then matriculated in the literary department of the University of Michigan in which he completed the classical course, being graduated as a member of the class of 1883 and receiving the degree of Bachelor of Arts.

Immediately after leaving the university Mr. Duffield began reading law under the preceptorship of his father, making so rapid and substantial progress in his accumulation of definite knowledge concerning the science of jurisprudence that he gained admission to the bar of his native state in 1885. Thereafter he was associated in practice with his father, under the title of Duffield & Duffield, until the death of the latter, in March, 1891, since which time he has conducted an individual professional business. To the wise counsel of his father he attributes much of his success in the domain of legal work, and their close alliance during the period of six years was one of mutual helpfulness and satisfaction,—a period which will ever remain a source of appreciative gratification to the son who is perpetuating the professional prestige of the father whom he so loved and honored. He is known as an able and discriminating trial lawyer and conservative counsel, being a close student and giving careful thought and preparation to every cause which he presents. He has been identified with much important litigation in the state and federal courts and his clientele is one of representative character. Like his father, Mr. Duffield has ever considered his profession as worthy of his undivided fealty and attention, so that he has never had aught of desire for public office, though he is known as a loyal and effective exponent of the political principles and policies of which

the Republican party stands exponent. His civic pride is of no equivocal order and his interest in all that makes for the well being of his home city is of the most insistent type.

Mr. Duffield clings to the religious faith in which he was reared and is a zealous member of the First Presbyterian church, of whose board of trustees he has been a member for many years.

On the 28th of October, 1885, was solemnized the marriage of Mr. Duffield to Miss Eliza S. Muir, daughter of William K. Muir, a representative citizen and business man of Detroit, and they have four children—Muir Buell, Mary Bethune, George, and Marcus Brownson. Mr. and Mrs. Duffield are prominent in the social and religious life of their home city and their home is a center of gracious hospitality. Mr. Duffield is identified with various social organizations of a local order and is a member of the Detroit Bar Association and the Michigan Bar Association.

J. LOGAN CHIPMAN.

Not too often and not through the agency of too many vehicles can be recorded the life history of one who lived so honorable and useful a life as did the late Judge J. Logan Chipman, of Detroit,—a man, a lawyer and a jurist of signal exaltation and purity of purpose, recondite in the learning of his profession and imbued with the fullest appreciation of its dignity and responsibility; well disciplined in mind, eminently judicial in his natural attitude as touching men and measures; guided and guarded by the most inviolable principles of honor and integrity; simple and unostentatious in his self-respecting and tolerant individuality,—such a man could not prove other than a dynamic power for good in whatsoever relation of life he might have been placed. Judge Chipman made a most enviable record on the bench of the Detroit superior court, whose important functions enlisted his guidance for a period of years and from which he retired only when called upon to represent his native state in the halls of congress, where his abilities and labors again came into play in promoting the

welfare of the people. Thus every work that has to do with Detroit and Michigan in an historical sense is in duty bound to take special recognition of the eminent services and the noble character of this distinguished son.

In reviewing the life record of any man there is propriety in giving a resumé also of his ancestral history. Much is gained and much lost through heredity, according to the character of the bequeathment made through this source, and, as taken aside from the incidental interest in such genealogical data there is given at least a modicum of information from which may be predicated the influence exerted upon the personality of the subject himself. In this line Judge Chipman was significantly favored, and the name which he bore has been identified with the annals of American history from the earliest colonial era, while strong men and gentle gracious women have been its bearers. The common ancestor of all those of the name in North America was one John Chipman, who was born in Barnstable, England, in 1614, and who immigrated to the American colonies in 1630, settling on a farm at Barnstable, Massachusetts, a place named in honor of that of his nativity. He married a daughter of John Howland, a Mayflower pilgrim, and their son Samuel married Sarah Cobb, ten children being born of the latter union and one of the number being John Chipman, who was born in 1691, who was graduated in Harvard College and who became a prominent and distinguished clergyman at Beverly, Massachusetts: he died in 1775. In 1740 Samuel Chipman removed, in company with his five sons, to Litchfield, Connecticut, and was chosen its first representative in the legislature, also receiving appointment as judge of the county court. His son Samuel married Hannah Austin, of Suffield, Connecticut, and of their six sons Nathaniel was the grandfather of the subject of this memoir.

Nathaniel Chipman, LL. D., was born at Salisbury, Connecticut, November 15, 1752, and when he was about twenty-four years of age, at the time a member of the senior class in Yale College, he withdrew to enter the Revolutionary army, in which he had received a com-

mission as a lieutenant. He was with the troops during the winter of privation and suffering at Valley Forge, and later was a participant in the battles of Monmouth and White Plains. While he was thus in active service his alma mater conferred upon him his degree of Bachelor of Arts. He finally resigned his commission, after a period of faithful and gallant service, and, after studying law under effective preceptorship, he finally removed to Vermont, where he passed the residue of his life. He married Sarah Hill, and of their seven children the eldest was Henry, father of Judge J. Logan Chipman.

As a young man Henry Chipman went to the south, and in South Carolina he married Miss Martha Logan, daughter of a wealthy planter and distinguished citizen of that patrician old commonwealth, and one who was a valiant soldier in the Continental army in the war of the Revolution. Of the gracious consort thus taken unto himself by Henry Chipman the following words have been written: "She was a woman of great energy, as became the wife of a pioneer,—benevolent, generous, and, withal, possessing a sweetness of disposition which was a marked characteristic of her distinguished son who bore her family name." Henry Chipman came to Michigan as a pioneer of the year 1824 and settled in Detroit. He was a man of education and culture, and yet had the courage, fortitude and physical strength so requisite in the makeup of a settler in a frontier forest region. He, by very virtue of character and ability, at once assumed a position of prominence and influence in the community. He served as one of the territorial judges from 1827 until 1832, was chief justice of the county court of Wayne county in 1825 and judge of the recorder's court of Detroit in 1835. He was senior member of the firm of Chipman & Seymour, who published a Whig paper from 1825 until 1829. He was a man of strong individuality and wielded great influence in public affairs in the formative epoch of Detroit and Michigan history. Both he and his wife continued to reside in Detroit until their death. Their names

merit an enduring place on the roll of the honored pioneers of this state.

John Logan Chipman was born in Detroit, which was then the capital of the territory of Michigan, on the 5th of June, 1830, and from the foregoing subject-matter it may easily be inferred that he inherited an alert mentality and a possible predilection for the law. He was reared to manhood in his native city, which was then but a village, and after duly availing himself of the advantages of the common schools he continued his studies in the Detroit branch of the state university, which great institution was then in its infancy. Before completing his collegiate work he entered the service of the Montreal Mining Company, for which he made explorations in the wilds of the upper peninsula of Michigan, in search of eligible localities for mining operations. In the meanwhile he prosecuted the study of law with much avidity and earnestness, even when absent in the primitive wilds of the upper country, and there he was located at the time when he was admitted a member of the bar of his native state. His experiences in "roughing it" were a source of satisfaction and profit to him then and in later years, and he often referred to them with appreciative reminiscence. He became well acquainted with the Indians and their characteristics, and as a man and lawyer later championed their interests on many occasions. He loved nature and was humanity's friend, as all who knew him at any period could amply testify. He materially aided the government in making treaties with the various Indian tribes in this section of the Union.

After his return to Detroit Judge Chipman turned his attention to the active practice of his profession. In 1853 he was assistant clerk of the house of representatives in the state legislature,—the last in which the Democratic forces held control for at least four decades. In 1856 he was elected city attorney of Detroit, of which office he remained incumbent four years, within which he added materially to his professional prestige. In 1864 he was elected a member of the state legislature, and in the house he made a record for faithful service marked by great discrimination and ability. He was never

afraid of work and he showed this in the legislature, as did he in all other places of trust to which he was called. In 1866 he made his first venture into national politics, as the leader of a forlorn Democratic hope, making a spirited campaign as a candidate for congress but being unable to overcome the great odds against him, though he carried the city of Detroit by a splendid majority and further cemented the ties which bound him to his native place and its people. In 1867 Judge Chipman became attorney for the city police board, and he remained in tenure of this office until his elevation to the bench of the Detroit superior court, in 1879. Prior to this he had devoted a quarter of a century to the practice of his chosen profession, in every function of which he excelled, being known as one of the ablest trial lawyers of Michigan at the time. Few have lent more of dignity and honor to the bench than did this eminent lawyer. While he was a versatile master of the science of jurisprudence and familiar with the minutiae of the same and with precedents, in his rulings he followed the innate promptings of equity and justice. In every cause presented before him he sought to marshal the facts before him and to determine the right in the case. Apropos of his services in this connection the following extracts from a memorial address delivered in the house of representatives of congress, at the time of his death, by Mr. Weadock, of Michigan, are fittingly reproduced here: "When he saw what ought to be the law, he fearlessly proceeded in the faith that it was the law. This is undoubtedly the reason why, in repeated instances, the Michigan supreme court has approvingly quoted his *nisi prius* decisions as being almost perfect crystallizations of the legal principles governing the case in point." The love of justice was a dominating characteristic of the man, and he applied its principles to rich and poor alike, pomp and power being inadequate to awe him. At the expiration of his first term of six years on the bench he was elected as his own successor, and when he became the candidate of his party as representative in congress he resigned from the bench to assume the responsibilities of the office to which

he was elected. From a history of the Bench and Bar of Michigan issued by the Century Publishing and Engraving Company, the following excerpt is gained: "He was naturally a law-maker, as he was naturally a lawyer and judge. He was a representative of the business and civic interests of Detroit and Michigan, and had staunch friends among the people, regardless of party. He became a member of the committee on foreign affairs and his voice was the voice of young America. He had an eye to the future and advocated a policy which he declared would cause 'our flag to float where other flags were seen and which would give us a fair share of the commerce of the globe out of which other nations are making so much at our expense.' He was a friend of the soldier, and stoutly protected his interests. He was active in behalf of every proposed improvement of the Great Lakes and foresaw an ultimate deep-water way from the west to the ocean. He favored a vigorous foreign policy, and declared that he never closed a public address without voicing the thought that Canada should be annexed to the Union. His career as a judge and representative are preserved in the history of the nation, and there his place is secure. He filled many positions of trust and left a record without a stain. He died January 25, 1894, while yet in the full prime of his splendid powers. Fifty thousand people waited upon the funeral train which bore his remains through the streets of his native city to their last resting place in Elmwood cemetery. He was stricken down at home, in the midst of preparations for his journey to Washington, but in the face of danger he went to the capital. He grew worse and was carried to the hospital. When the fatal character of his disease became apparent and the result could not long be delayed, he took the hand of his faithful companion and said: 'Wife, repeat the Lord's Prayer with me,' and even as its accents were trembling on his lips he fell asleep, and the congress and the country lost one of their most faithful and useful representatives."

After the death of Judge Chipman both houses of congress held special memorial serv-

ices, in which were delivered eulogies of the dead jurist and legislator,—a total number of fifteen addresses, and these were ordered printed by resolution of the house, the senate concurring, eight thousand copies being issued. In his home city, where he was held in affectionate regard by all classes of citizens, there was a spontaneous tribute of grief and respect when the last obsequies were held over his mortal body,—a tribute that of itself alone indicated the true worth of the man who could call it forth after his soul had pierced the veil of eternity.

THE DUFFIELD FAMILY.

By reason of the prominence of this sterling family in connection with the history of Detroit, where numerous representatives of the name have lived and labored to goodly ends, it is consistent that a genealogical review should be incorporated in these pages, as complementary to the individual sketches of members of the family.

The lineage is traced to patrician French-Huguenot origin, and at the time of the revocation of the Edict of Nantes the family fled from religious persecutions thus entailed and sought refuge in England, whence representatives later went into Ireland, and from there came the original American progenitor. The name was originally spelled DuField. The founder of the American line was George Duffield—or Dufell, as he spelled the name,—who was born in Ballymena county, Antrim, Ireland, in 1690, and who emigrated thence to America, between 1725 and 1730. He was accompanied by his wife, Elizabeth, and by their two sons. They settled in Octorara township, Lancaster county, Pennsylvania, whence they later removed to Salisbury, that state. George Duffield (I) died in the old Keystone state, in 1774. Of his children the following brief record is given: William was born in Ireland and died in Pennsylvania, on the 7th of January, 1799; his wife passed away September 3, 1804. They became the parents of seven children,—George, John, William, David, Samuel, James, and Susan. George, John and Samuel became physicians, and Susan mar-

ried a man named Bell. John Duffield, second son of the founder of the family in America, was born in Ireland and died in Pennsylvania in 1772. He married and became the father of five children,—George, John, Elizabeth, Francis and Margaret. George (II), third son of George (I), was born in Piqua, Pennsylvania, October 7, 1732, and figures as the ancestor of the Duffields of Detroit. Samuel, who was born in Piqua, Pennsylvania, in 1730, died in Philadelphia, November 14, 1814. His children were six in number. Mary, the next in order of birth, married a Mr. McIlvaine, and they had two sons,—George and Andrew.

George Duffield (II), progenitor of those of the name in Michigan, was twice married. His first wife, whose maiden name was Elizabeth Blair, died in 1757, without issue. In 1759 he married Margaret Armstrong, a daughter of James Armstrong, a noted Indian fighter on the frontier, and a sister of General John Armstrong, of Revolutionary fame. John Armstrong held the rank of major general in the Continental army and in 1778-9 was a member of the provincial congress from Pennsylvania.

George Duffield (II) was educated at Newark, New Jersey, and in Princeton College, that state, where he was graduated in 1752. He was for some time a classical tutor in Newark. On the 11th of March, 1756, he was licensed to preach, by the presbytery at Newcastle, Pennsylvania, and he was formally ordained a minister of the Presbyterian church, at Carlisle, Pennsylvania, September 25, 1761. Soon after the inception of the war of the Revolution this noble patriot joined the Continental forces, assuming the office of chaplain, with the rank of colonel. He accompanied his command to New Jersey and he and the Rev. John Eller were known as the "fighting parsons." While with the colonial troops he continued his earnest warfare against the "world, the flesh and the devil," preaching to the soldiers and exerting a powerful influence. Enlisted in a righteous cause, his loyalty was of the most strenuous order and he did effective service in behalf of the cause of independence. So great was his enthusiasm and his power

over the men in the ranks that he was recognized by the enemy as a formidable antagonist, and at one time the British officers placed a bounty of fifty pounds on his head. He accompanied the army on its retreat through New Jersey and was one of the very last to cross the bridge south of Trenton before it was destroyed by General Washington. Prior to the war, in conjunction with Bishop White, he had served as chaplain of the provincial congress. After victory had crowned the arms of the valiant colonies he was specially active in reorganizing the Presbyterian church, and he continued active in good works, a strong and noble character—until his death, which occurred in the city of Philadelphia, on the 2d day of February, 1790. Concerning his children the following brief data are entered: Elizabeth died unmarried; John A. died in 1763; George (III) was born in 1767; John Edward was born in 1769 and died in 1770.

George Duffield (III) was born in Philadelphia, Pennsylvania, on the 28th of July, 1767, and was there reared and educated, becoming one of the prominent and influential citizens of his native city, where he was engaged in the mercantile business for a number of years. For nine years he was incumbent of the office of state comptroller general of Pennsylvania. He was an elder in the Presbyterian church, with whose history in America the name has been conspicuously linked since the colonial epoch. George Duffield (III) married Miss Faithful Slaymaker, a daughter of Judge Henry Slaymaker and a descendant of Matthias Slaymaker, who came as a pioneer to America in 1710, settling on what were known as the "London lands," a tract of one thousand acres, in Pennsylvania, this name having undoubtedly been given by him. The Slaymaker family was one of prominence in connection with the affairs of the American colonies, and representatives of the same were aligned as valiant soldiers in the Continental line in the war of the Revolution. George and Faithful (Slaymaker) Duffield became the parents of two sons and two daughters, of whom the eldest was George (IV), the founder of the Detroit branch of the family; Sophia,

who was born in 1796, became the wife of Mark Hodgson, of New London Cross Roads, Pennsylvania; Henry was born in 1805; and Amanda became the wife of Amos Alexander, of New London Cross Roads.

George Duffield (IV) was born at Strasburg, Pennsylvania, on the 4th of July, 1794, and his early educational training was secured in the common schools, after which he entered the University of Pennsylvania, in which he was graduated at the early age of sixteen years. He then became a student in the theological seminary of the Reformed Presbyterian church in New York city, and in 1815 he was licensed to preach. His first pastoral charge was at Carlisle, Pennsylvania, where he remained for a period of nineteen years, loved and revered by his flock, as was he also by those over whom he later ministered. After leaving Carlisle he held an important pastorate in Philadelphia for two years, at the expiration of which he accepted a call to the Broadway Tabernacle, New York city, where he remained as pastor until 1837, when he came to Detroit, Michigan, as pastor of the First Presbyterian church. He continued as pastor of this church until his death, in 1868, and his efforts were fruitful in the extreme, making for the promotion of both the spiritual and temporal welfare of the organization. His name is inscribed with all of honor and reverence upon the history of this church, and his consecration and zeal were equalled only by his fine intellectual gifts and his power as an exemplar of the faith which he professed. He received the degree of Doctor of Divinity and was recognized as a power in the church to whose work he gave so many years of his long and useful life. He continued a resident of Detroit until his death, which occurred on the 24th of June, 1868.

On the 11th of September, 1817, was solemnized the marriage of Rev. George Duffield, D. D., and Isabella Graham Bethune, who was a daughter of Divie and Joanna (Graham) Bethune. Her father was born at Dingwald, Rosshire, Scotland, in 1771, and as a young man came to America, eventually becoming a successful merchant in New York city. Dr. and Mrs. Duffield became the parents

of five sons and one daughter, of whom George (V) was the eldest; Divie Bethune, who became one of the most eminent members of the Wayne county bar, is the subject of a special memoir in this volume; William W., a civil engineer by profession, died in the city of Washington, D. C., on the 22d of June, 1907: he was a brigadier general in the civil war, having gone into service as colonel of the Ninth Michigan Volunteer Infantry, at the inception of the war and having served until the battle of Murfreesboro, in which he was so severely wounded as to incapacitate him for further field service: he was also a valiant soldier in the Mexican war; Samuel Pierce Duffield was the third son; and Henry M., the youngest of the sons, likewise attained to distinction as an officer in the civil war, in which he held the rank of colonel at the time of his discharge: he has been for many years engaged in the practice of law in Detroit and is individually mentioned in this work; the only daughter, Isabella Graham, became the wife of Dr. Morse Stewart and died May 27, 1888.

JOSEPH H. BERRY.

The man whose enterprise has included within its grasp wide commercial traffic and the production of valuable commodities has really achieved a greater triumph and won far more than the warrior who has led conquering hosts over desolate homes and amid ruins of sacked cities; and if this peaceful hero uses his wealth as wisely as he acquires it, and by his progressiveness and beneficence contributes to the happiness and contentment of thousands, then are his victories greater than those of any marshaled host whose garments are stained with human blood, for his have been triumphs over the forces of worldly opposition and the selfish passions of men. "He that ruleth his own spirit is greater than he that taketh a city." Among the heroes of such worthy accomplishment in the city of Detroit Joseph H. Berry is entitled to an exceptionally high place of honor and distinction. No one man has done more to augment the industrial supremacy of the metropolis of Michigan; his strength

was as the number of his days; and during a long and successful commercial life, characterized by broadness and liberality, he ever maintained a reputation for the highest honor and principle, no unworthy word or deed ever linking itself with his name and no citizen of Michigan having made better or more unostentatious use of his powers and his resulting accumulations.

Founder and head of the great concern of Berry Brothers, varnish manufacturers, and president of and largest stockholder in more than a score of important business enterprises, Mr. Berry was known as a man of almost phenomenal capacity in a detail and administrative way and as a financier of profound wisdom and judgment. The great varnish works which he founded have represented one of the most important factors in the industrial development of Detroit and there is no larger concern of like character in the world, its trade territory extending to the most distant lands. For more than half a century Mr. Berry lived and labored in Detroit, utilizing his splendid talents and energies to the supreme and wielding an influence which permeated the entire civic and business life of not only the city but also the state, to both of which his loyalty was of the most pronounced type.

So nearly as authentic data determine, Joseph H. Berry's lineage traces through the sturdiest of English stock, and his father was the founder of the immediate family in America. Mr. Berry was born in the historic old city of Elizabeth, Union county, New Jersey, on the 10th of March, 1839, and was a son of John Berry, a native of Lewes, England, who came to the United States in 1835, and located in Elizabeth, New Jersey, where he engaged in the tanning business, thus resuming the work of a trade which he had learned in his native land and which he had there followed from his boyhood until the time of his immigration to America. His eldest son, John A., was the first of the family in Detroit, and the father and other members of the family came here in 1855,—a date sufficiently early to entitle them to pioneer honors. The subject of this memoir passed his boyhood and early



Joseph H. Thompson

youth in his native town, where he was accorded such educational advantages as were afforded in well ordered private schools of the locality and period. From the date of his birth, as noted previously, it will be seen that he was sixteen years of age at the time of the family removal to Detroit, where his parents passed the remainder of their lives, and within a short time after the home was established in the "City of the Straits" Joseph H. secured employment in the wholesale chemical establishment of the late Theodore H. Eaton.

His association with this line of enterprise was undoubtedly that which led to his founding of the industrial enterprise which proved the basis of his great success in an independent business career. While employed in the chemical house, realizing the inefficacy of existing varnishes, he initiated a series of experiments with various gums and finally succeeded in producing what seemed to him a very satisfactory article of varnish. In 1858, about three years after his advent in Detroit, and practically without anything definite in the way of financial resources, he courageously established himself in business for himself, confident that his new product would eventually meet with popular approval. He had already made slight introduction of his varnish in a local way, being his own salesman and having as his manufacturing apparatus one small copper kettle. From this modest beginning has been built up the great industrial enterprise now conducted by the firm of Berry Brothers, Limited. In the year last mentioned Mr. Berry effected the lease of a small frame building in Springwells, at the extreme western section of the city of Detroit, and this constituted the original plant of the concern. With characteristic vigor he pushed forward his business, amplifying and perfecting his facilities as his income justified, and in 1860 he admitted to partnership his brother Thomas. In that year were erected the first buildings on the site of the present extensive plant, at the foot of Leib street, and the growth of the business is indicated in a measure by the fact that the buildings of the firm cover at the present time a total of five acres, being of substantial con-

struction and having unrivaled equipment for the facile production of the high-grade products,—varnishes and kindred articles,—which have gained to the concern a world-wide reputation and supporting patronage. Such progress and prestige could be made possible only through the application of just such courage, tireless vigor and great executive ability as characterized the founder of the business.

In 1870 there was established in Chicago a western branch of the parent concern, and the continued expansion of the business brought about the opening of a similar branch in New York city in 1875, under the management of Alfred Hooper, who also opened like branches in each the cities of Philadelphia, Boston and Baltimore in the following year, while later, branches were established in Cincinnati and San Francisco. In 1893 the firm became a limited partnership, under its present title, and the interested principals at the time were Joseph H. and Thomas Berry and Alfred Hooper. Thomas Berry retired from active work about 1878, and interested in the concern at the present, is the estate of the founder, Thomas Berry and also Mr. Alfred Hooper, who has likewise been a distinct factor in forwarding the success of the magnificent industry.

Concerning the subject of this review the following estimate has been given by one familiar with his career: "The energy with which Mr. Berry pushed the manufacture and sale of his varnish, and the indefatigable application, tenacity of purpose and complete comprehension of detail which characterized him in every subsequent business enterprise which enlisted his interest, bore speedy results, and his rise in the commercial field was very rapid. From the drug clerk of 1855 to leadership among Detroit's captains of industry, executive head of separate firms or corporations, covering a province remarkably varied and one with whose changing conditions he ever kept in close touch,—betokens a distinct man and in many senses a remarkable man. Though his business enterprises meant so much to Detroit he was probably among the least known and understood of her citizens who have been to

any extent identified with her growth and development. The genius of business possessed him; business was the keynote of his life. Up to the day of his death he was broadly active; years made no difference in his close personal attention to business, and his later days were consumed with the same ceaseless toil and concentration, the same persistence and tension as if he were just initiating a business career." It has been said that Mr. Berry was a man without sentiment, but to those who knew him best the glaring incongruity of the statement is *prima facie*. He was indeed immured in business, and who would not be, with so great and varied interests placing exacting demands upon his time and powers, but he well understood and appreciated the springs of human motives and actions, placed a true valuation upon his fellow men and to them meted out the judgment and treatment naturally merited. He was not intolerant save of meanness, duplicity and voluntary wrong-doing, and in the most obscure way his benefactions were extended to an extent that few of even his personal acquaintances have known.

He was uniformly courteous, quiet and retiring in his disposition, and his home life was ideal, comprehending as much of his time as was not demanded by his business, while avoidance of publicity was one of his marked characteristics. His suburban residence at Grosse Pointe Farms is one of the most beautiful in that village of attractive homes, and there he built his conservatories, known to those interested in floriculture throughout the country, by reason of the studied breeding of blossoms and foliage plants therein, as well as their remarkable collection of rare species, including orchids, of which latter the collection is one of the largest, most varied and most famed in the United States. The few hours of relaxation which Mr. Berry permitted himself to enjoy were usually spent among his flowers, for which he had a great appreciation and fondness.

In spite of his great wealth and the exigent demands upon his time, he was one of the most approachable of men, extremely democratic in the granting of an audience to any one

who had legitimate claim upon his attention, no matter how poor or humble, and in his quiet way he gave thousands of dollars to the needy and suffering. As an employer he was deeply interested in the welfare of the men and women who depended upon the wages drawn from the institutions under his direction, and their homes, their outside affairs and their general welfare were a constant study to him. Believing that the liquor traffic was the influence most productive of unhappiness to the men and their families, he was a stalwart advocate of temperance. He personally used neither tobacco nor spirituous liquors, and he put forth every effort to keep saloons out of the neighborhood in which he lived. He was a member of the Presbyterian church, to which he was a large contributor, as was he also to the work of other denominations. He was one of the most liberal contributors to the edifice of the Protestant church at Grosse Pointe and gave freely to the subsequent support of the religious work there carried on.

He was deeply interested in the beautifying of his home city, the entire east side of which owes much to his taste for public improvement. Here he redeemed a large area of waste land and was largely concerned in the upbuilding of Fairview into one of the desirable residence districts of the city as well as affording to persons of moderate means an opportunity to purchase homes on easy terms. This was characteristic of the man. His modesty was on a parity with his philanthropy and it was his earnest desire to keep his name out of the newspapers. Though frequently solicited by these mediums for information of public interest concerning himself, his invariable refusal was accompanied by the words, "Wait until I have done something worth while."

The last enterprise of which Mr. Berry was the originator and which will be of inestimable value in the future development of the eastern section of the city in a manufacturing way and a monument to a career of unusual usefulness, was the promotion of the outer-belt line, in 1906, known as the Detroit Terminal Railway. The preliminary expenses of the enterprise, including the right of way, were all borne by

Mr. Berry, but he enjoined secrecy upon the part of those engaged in the completing of the enterprise, desiring to avoid all publicity attaching to himself as the one who made it possible of success.

In the early part of 1907 Mr. Berry centralized a number of his most important holdings by the incorporation of the Lake Superior Iron & Chemical Company. The companies included in this merger, and in all of which he was the president and controlling stockholder, were as follows: Ashland Iron & Steel Company, of Ashland, Wisconsin; Manistique Iron Company and Burrell Chemical Company, of Manistique, Michigan; Michigan Iron Company, Limited, and the Superior Chemical Company, of Newberry, Michigan; Northern Charcoal Iron Company, of Chocally, Michigan; Elk Rapids Iron Company, of Elk Rapids, Michigan; and the Boyne City Iron Company, of Boyne City, Michigan. He was also president of the Dwight Lumber Company, the Detroit Heating & Lighting Company, the Antrim Chemical Company, the Welded Steel Barrel Corporation, a director in the Commercial National Bank of Detroit, and a stockholder in other leading financial institutions. As a manufacturer of charcoal iron he was one of the largest producers in the United States, as was he also of wood alcohol; he controlled the fly-paper trade of the country; was an extensive manufacturer of car wheels, electric-welded steel barrels and lumber; was the owner of large tracts of timber land, and his landed estate in Wayne county probably exceeds in acreage that of any other person.

It is difficult to determine with exactitude the secret of a man's success, but it may be said of Joseph H. Berry that he combined technical knowledge and experience with business grasp and executive ability,—qualities which are all but incompatible and which, when found blended in one individual, must invariably beget definite success. Mr. Berry's death is an unquestioned loss to Detroit and the state at large, and it will be difficult to find for the industries with which he was concerned another guiding hand so firm and able. He was summoned to the life eternal on the 22d

of May, 1907, and the simple funeral services were held from his late residence at Grosse Pointe Farms, services marked by that modesty which he himself would have directed. The pallbearers were selected from among his oldest employes, and many there were who felt the deep sense of personal bereavement when this strong and worthy man was called from the scene of life's mortal endeavors.

In 1868 was solemnized the marriage of Mr. Berry to Miss Charlotte Dwight, daughter of Alfred A. Dwight, who was a prominent lumberman of Michigan. Mrs. Berry died in 1875, and they are survived by three daughters, all residents of Detroit,—Charlotte, the wife of Professor Henry G. Sherrard; Alice Dwight, the wife of Dr. Edwin Lodge; and Miss Lottie, who remains at the old homestead.

FRANK D. TAYLOR.

This well known and honored business man of Detroit, where he now has the distinction of being the oldest dry-goods merchant in active business, is a member of one of the sterling pioneer families of the state and his achievement is such as to have gained to him marked precedence in commercial circles and a secure place in the confidence and esteem of the community which has so long represented his home.

Mr. Taylor was born at Dryden, Lapeer county, Michigan, June 11, 1842, and is a son of Nathaniel T. and Laura (Winchell) Taylor, both of whom were representatives of families founded in America in the early colonial epoch of our national history. Nathaniel T. Taylor was a son of Rev. John Taylor, who immigrated from Massachusetts to Michigan and took up his residence in Macomb county in 1832, several years prior to the admission of the state to the Union. This honored ancestor was one of the pioneer clergymen of the Congregational church in the state and was the founder of the Congregational Academy at Romeo, an institution which had high standing in its day. The Taylor family is of pure English extraction and its founder in America was Rev. Edward Taylor, who crossed the

Atlantic in 1662 and settled in Boston, Massachusetts, whence he later removed to Westfield, that state, where he passed the residue of his life. He was a dissenting clergyman in his native land and was one of the first representatives of his denominational faith in the New England colonies, where he attained to marked prominence and influence and where his name was held in lasting honor. He was a man of distinctive intellectuality and his labors counted for good in all relations and exigencies.

In 1848 Nathaniel T. Taylor removed with his family to Detroit, and in 1850 he went to California, where he opened a general store, and where he died in 1852, at the time of the great cholera epidemic, of which he was a victim. His wife survived him by a number of years. They became the parents of three sons and two daughters, all of whom are now deceased except the subject of this review.

Frank D. Taylor was six years of age at the time of the family removal to Detroit, whose public schools he attended until he had attained to the age of twelve years, when he gave inception to his business career by entering the employ of L. F. Harter, a tea and coffee merchant of Detroit. In 1860 he became an employe in the retail dry-goods house of Farrell & Brother, and when, in 1866, this firm was succeeded by that of Newcomb, Endicott & Company, Mr. Taylor became one of the partners in the new concern. In 1880 he became associated with A. W. Wright and J. B. Woolfenden in organizing the firm of Taylor, Woolfenden & Company, which soon gained high rank among the leading dry-goods houses of the city. In 1894 the business was incorporated, under the title of the Taylor-Woolfenden Company and Mr. Taylor was elected vice-president, of which office he has since been incumbent, having been continuously identified with the dry-goods trade in Detroit for a longer period than any other person now thus engaged here. To the upbuilding of the magnificent enterprise now conducted under the title noted he has given the best of his splendid energies, and he is known as a broad-minded and progressive business man, one richly meriting the high esteem in which he is held

in the city which has been his home from his boyhood days and in which he has risen to prominence and influence through his own efforts and abilities, being numbered among the most substantial business men of a city long noted for its financial stability and conservatism.

Mr. Taylor is a valued member of the Board of Commerce, and is one of the prominent members of the Woodward Avenue Congregational church. He has been specially active in charitable enterprises, to which he has contributed liberally of time and influence as well as in a financial way. He was one of the organizers of the Detroit Young Men's Christian Association and has been president of the state organization of this body. He holds membership in the Detroit Boat Club, the New England Society and the Sons of the American Revolution.

In 1866 was celebrated the marriage of Mr. Taylor to Miss Phoebe E. Shourds, daughter of James Shourds, of Detroit, and she died in 1885, at the summer home of the family at Orchard Lake. She is survived by three daughters,—Miss Florence G., of Detroit; Harriet, who is the wife of Bertrand S. Summers, of Chicago; and Mabel, who is the wife of Clarence S. Fleming, of Detroit. In 1890 Mr. Taylor contracted a second marriage, being then united to Mrs. Eleanora H. Snover, of Detroit, his present companion.

CHARLES ENDICOTT.

So intimate was the business and personal association of the subject of this memoir and Cyrenius A. Newcomb that to gain a symmetrical idea of the business career of the one practically necessitates a reviewing of that of the other. On this score the reader will do well to refer to the epitome of the life history of Mr. Newcomb, appearing on other pages of this work. The two were the founders of the great dry-goods house of Newcomb, Endicott & Company and continued to be allied in its ownership until death severed the association, Mr. Endicott having been summoned to the life eternal on the 18th of January,

1896. Data relative to the upbuilding of the magnificent enterprise of the firm and later corporation of Newcomb, Endicott & Company, of Detroit, may be found in the sketch relative to the career of Mr. Newcomb, and thus a repetition of the same is not demanded in the present article.

Charles Endicott played a large part in the business history of Detroit for a long term of years, and upon his record as a citizen and business man rests no shadow of wrong or injustice. He was a man of unswerving integrity of purpose and absolute rectitude of character, while in connection with material affairs he held a high reputation as a business man of marked finesse and ability, his powers being best exemplified and his reputation being best indicated by the monument which remains to-day in the magnificent business house in whose upbuilding he and Mr. Newcomb were the principal factors, in fact the only factors.

The old Bay state, that cradle of so much of our national history, figures as the native place of Mr. Endicott, who was born at Beverly, Massachusetts, in the year 1836. He was a son of William and Joanna (Lovett) Endicott, both representatives of families founded in New England in the early colonial epoch. The family line touches that of the historic character, John Endicott, and in the various generations have been found men of worth and prominence in the various vocations which represent the normal productive activities of life. The parents of Mr. Endicott were likewise natives of Beverly, and they passed their entire lives in Massachusetts. The father was born in 1799 and died in 1899, within two months of his one hundredth birthday anniversary. He was a representative merchant in Beverly and was a man of prominence and influence in the community which represented his home during a life prolonged far beyond the usual limit. Of his children four sons and one daughter attained to years of maturity, and of the number four are now living.

Charles Endicott was reared in his native town and was indebted to its common schools for his early educational discipline. As a youth

he initiated his business career by securing a clerkship in the dry-goods house of C. F. Hovey, of Boston, and he remained in that classical old city for a number of years, within which he gained wide and valuable experience in connection with the line of business in which he eventually achieved so noteworthy a success in an independent or individual way. In the early '60s he came to the west, and in 1865 he purchased an interest in the dry-goods business of T. C. Chapman, of Milwaukee, Wisconsin, with which he was identified two years, at the expiration of which he sold his interest to his partner. It is interesting to note that the Chapman dry-goods establishment is still in existence in the metropolis of Wisconsin, even as is that of Newcomb, Endicott & Company, of Detroit, whose history is of almost equal duration.

In 1868 Mr. Endicott came from Milwaukee to Detroit, where he associated himself with C. A. Newcomb in purchasing the dry-goods stock and business of James W. Farrell, and from this nucleus was built up the great retail house with which he continued to be connected until his death. This house ever received the major part of his time and attention and his energy, progressive ideas and close application had much to do with vitalizing and amplifying the great enterprise. He was a member of the directorate of the Detroit National Bank at the time of his demise and had other capitalistic investments, though, as already intimated, he found ample demand upon his time and energies in connection with the firm of Newcomb, Endicott & Company. He was held in unqualified esteem as a citizen and was well known in business and social circles in his home city. Though essentially public-spirited, Mr. Endicott never took any active part in the conflicts of the political arena, and was independent of partisan lines to a great extent. He was a member of the Unitarian church and was a liberal contributor to its work in the various departments.

In 1863 was solemnized the marriage of Charles Endicott to Miss Caroline Leach, who was born and reared in Massachusetts. Her

father was a captain in the East India trade, following the sea during the greater part of his life. Mrs. Endicott is still living and makes her home with her children. Mr. and Mrs. Endicott became the parents of five children, concerning whom the following brief record is given: Alice and Charles are deceased; Caroline is the wife of Charles W. Rantoul, Jr., of New York city; Grace is the wife of William B. Kendall, of New York; and Edith is the wife of Gilbert M. McMillan, of Gorham, New Hampshire.

In the present generation of the Endicott family there is only one to bear the name,—John Endicott, a nephew of the subject of this review. He also was born at Beverly, Massachusetts, and is a son of Robert R. Endicott, the next older brother of Charles. Robert R. Endicott was a prominent merchant of Beverly, was president of the Beverly Savings Bank for a long term of years, and was also a director of the First National Bank of Beverly. John Endicott received excellent educational advantages, including a course at Phillips Exeter Academy and Harvard University, in which latter institution he was graduated in 1889. As a young man he located in the west, and for some time he held a clerical position with the Union Pacific Railroad, at Omaha and Sioux City. In 1891 he came to Detroit and took charge of the books of Newcomb, Endicott & Company, having had thorough experience as a bookkeeper and accountant, and upon the death of his uncle he became a member of the firm, which was later incorporated under the same title. He is now treasurer of the concern and has proven a worthy executive successor of his honored uncle. In politics he gives his allegiance to the Republican party and his religious faith is that of the Unitarian church. He is identified with various fraternal and social organizations in Detroit and is known as an enterprising and progressive business man.

In 1893 Mr. Endicott was married to Elizabeth Martha Watson, who died in 1900. In 1902 he married Mary Elizabeth Booth, and they have two children,—Robert Rantoul Endicott, and Elizabeth Thorndike Endicott.

WILLIAM A. MOORE.

To have gained high prestige as one of the leading members of the bar of the state of Michigan was the good fortune of the subject of this memoir, whose abilities were of the most solid and definite order and whose character was one marked by inviolable integrity and honor. In his death, on the 25th of September, 1906, Detroit lost one of her most honored citizens and most distinguished lawyers.

William Austin Moore was born near Clifton Springs, Ontario county, New York, April 17, 1823, and was the seventh son of William and Lucy (Rice) Moore. The ancestry in the agnatic line is traced to Scotch-Irish origin, and Mr. Moore was a great-great-grandson of one of the historic McDonald clan, which was slaughtered at the massacre of Glencoe, Scotland, February 13, 1692. The widow of this valorous ancestor fled with her children to Ireland, where the family remained until 1718, when they immigrated to America, being numbered among the first settlers of Londonderry, New Hampshire. The youngest son, John, married and became the father of seven children, the third of whom, William, married Jane Holmes, December 13, 1763. He removed to Peterboro, New Hampshire, and he became a valiant soldier in the Continental line in the war of the Revolution, having taken part in the battle of Bennington, July 19, 1777. Of the twelve children in his family the youngest was William, father of the subject of this memoir. William Moore was born April 9, 1787, and at the age of eighteen years he removed to Phelps, Ontario county, New York, where his marriage to Lucy Rice was solemnized November 7, 1806; she was born in Massachusetts. William Moore followed agricultural pursuits as a vocation and served in various local offices of public trust. He was a soldier in the war of 1812, in which he was present at the burning of Buffalo and the sortie at Fort Erie.

In the summer of 1831 William Moore removed with his family to Michigan and became one of the early settlers of Washtenaw county. In 1832 he was appointed justice of

the peace, which office he held until Michigan was admitted to statehood, and he afterward held the same office twelve years by election. He was a member of the first constitutional convention of the state, served as a member of the first state senate, and in 1843 represented Washtenaw county in the lower house of the legislature. He was one of the most prominent and influential men of his day in Washtenaw county, where both he and his wife continued to reside until their death.

William Austin Moore passed his boyhood days on the home farm, having been eight years of age at the time of the family immigration to the wilds of Michigan, where he lived up to the full tension of the pioneer epoch. His early educational advantages were limited to a somewhat desultory attendance in the primitive pioneer schools, where he pursued his studies during the winter terms, when his services were not in demand on the farm, which he assisted in reclaiming to cultivation. The discipline was such, however, as to develop the individuality of the youth, and when twenty years of age he determined to prepare himself for the profession of law,—an undertaking that would seem formidable indeed to a young man similarly situated at the present day. In April, 1844, Mr. Moore began a preparatory course of study at Ypsilanti, where he remained two years. He then entered the University of Michigan, in which he was graduated in 1850, as a member of the fifth class to be graduated in that institution, which is now the pride of the state. After his graduation Mr. Moore went to Salem, Mississippi, where he was engaged in teaching school for about eighteen months. In April, 1852, he began the study of law in the office of Davidson & Holbrook, of Detroit, and in January of the following year he was admitted to the bar. He immediately began the practice of his profession in Detroit, and he continued to follow the same until his death, eventually building up a large and representative business,—the result of indefatigable effort and unswerving devotion to his chosen profession. In the early years he gave special attention to the admiralty branch of practice, which was then one of importance

in the legal business of Detroit, and he became one of the leaders in this field of practice, in which he figured in nearly all important cases tried in Michigan, besides being often called to Buffalo, Cleveland, Chicago and Milwaukee. He became known as an able trial lawyer, but his tastes and inclinations made him especially strong as a counselor, in which department of practice his services were in much demand at all times. Concerning him these pertinent words have been written by one who knew him long and well: "He united a judicial and independent character of mind, long familiarity with the principles of law, excellent foresight, sound judgment, and, above all, unquestioned integrity,—qualities which admirably fitted him to act the part of conciliator and harmonizer of conflicting interests. His convictions were not reached without careful investigation and consideration, but a stand once taken was not abandoned for any mere question of policy or expediency. All his influence was cast on the side of morality, good government, obedience to law, and the elevation of his fellows. No responsibility ever laid upon him was ever neglected or betrayed. Many persons of far less worth have attracted a larger share of public attention, but few have done more to conserve in various ways the best interests of the city."

Mr. Moore was always amply fortified in his convictions as to matter of public polity, and was unswerving in his allegiance to the Democratic party, in whose cause he was a zealous worker, though never a seeker of official preferment. From 1864 to 1868 he was chairman of the Democratic state central committee, and from the latter year until 1876 he was the Michigan representative as a member of the Democratic national executive committee. Mr. Moore withheld not his influence and services in connection with the administration of public affairs of a local nature. From 1859 to 1865 he was a member of the Detroit board of education, and for three and one-half years of that period he was president of the board. He served for many years as attorney of the board of police commissioners; in 1881 he was appointed a member of the board of park com-

missioners, to which position he was reappointed in 1884. He was twice elected president of this board, but resigned before the expiration of his second term.

Mr. Moore was one of the organizers of the Wayne County Savings Bank and of the Detroit Fire & Marine Insurance Company, of both of which he served many years as director and attorney. He was also a member of the directorate of the American Exchange National Bank. He was ever appreciative of the spiritual verities of the Christian faith and was a zealous member and supporter of the Baptist church.

December 5, 1854, was solemnized the marriage of Mr. Moore to Miss Laura J. Van Husan, daughter of the late Caleb Van Husan, of Detroit, and she survives him, as does also their only child, William V., of whom individual mention is made in this work.

HAZEN S. PINGREE.

He gave the best of an essentially strong, noble and loyal nature to the service of the people of Michigan; his life course was guided and governed by the highest principles of integrity and honor; he was humanity's friend and labored with all of zeal and devotion for the uplifting and aiding of his fellow men. It is then but a matter of imperative consistency that every publication touching the history of Detroit and the state of Michigan should give due measure of recognition to Hazen S. Pingree, former governor of this commonwealth and former mayor of the metropolis of the state. Both in public life and in connection with industrial affairs was Mr. Pingree a distinct force, and his name is honored by all who had cognizance of the true worth of the man and the great value of his services.

Mr. Pingree was born on the parental farmstead, at Denmark, Maine, on the 30th of August, 1840, and was a scion of that staunch Puritan stock which settled New England and made that section the cradle of so large a part of our national history. The direct founder of the Pingree family in America was Moses Pingree, who came from England in 1640, just twenty years after the landing of the Pil-

grims at Plymouth Rock. He settled at Ipswich, Massachusetts, and in that locality the family continued to reside for nearly one and one-half centuries. In 1780 representatives of the name were identified with the settlement of colonies at Rowley and Georgetown, Massachusetts, and from the old Bay state finally went members of the family to establish homes in the wilds of the state of Maine.

The future governor of Michigan was reared to the sturdy discipline of the home farm and his educational advantages in his youth were confined to the somewhat primitive common schools of the locality and period. When but fourteen years of age he initiated his independent career by going to Saco, Maine, where he secured employment in a cotton factory. Two years later he went thence to Hopkinton, Massachusetts, where he learned the trade of cutter in a shoe factory. Here he remained several years and here he gained an intimate knowledge of the branch of industry in which he was destined eventually to gain so much of prominence and commercial success.

The intrinsic loyalty and patriotism of young Pingree was signally manifested when he tendered his services in defense of the Union, whose integrity was jeopardized by armed rebellion. In the early part of 1862 he enlisted as a private, to fill a quota of forty-seven in the little town of Hopkinton, and with his comrades he proceeded to Virginia, where he became a member of Company F, First Massachusetts Heavy Artillery, which was at that time assigned to duty in the defense of the national capital. The regiment was ordered to the front during Pope's Virginia campaign and took an active part in the battle of Bull Run. It then returned to duty in defense of Washington, taking a position at Arlington Heights, Virginia, where it remained until May 15, 1864, when it was again ordered to the front, being assigned to duty as infantry in the Second Brigade of Tyler's Division, Second Army Corps. With this command it participated in the fights at Fredericksburg Road, Harris's Farm, and Spottsylvania Court House. In the memorable battle at the point last mentioned the regiment opened the engage-



ENG BY HENRY TAYLOR JR. CHICAGO

H. S. Pingree

ment, during which it lost in killed and wounded many of its men. It was then assigned to the Second Corps, Third Division, in the Army of the Potomac, with which it took part in the battle of North Anna, May 24-5. While on special duty on the latter day of this fight Private Pingree and some of his companions were captured by a detachment from Mosby's command, and Mr. Pingree was thereafter held at various southern prisons, including the notorious Andersonville, where he remained six months, finally being taken to the stockade at Millen, Georgia, at the time of Sherman's march to the sea. From this prison he was returned to the Union lines under parole, having gained his liberty by clever subterfuge, and in November, 1864, his exchange was effected, whereupon he rejoined his regiment, in front of Petersburg. From that time forward his command was engaged in almost ceaseless fighting by day and marching by night, and it was present at the surrender of General Lee, after which it took part in the Grand Review of the victorious troops in the city of Washington. The regiment made an admirable record and was complimented in special orders from Generals Mott and Pierce, "for gallantry in the last grand charge on Petersburg, in which it held a leading position and was greatly depleted in numbers." It is a matter of official record that of all the regiments in the Union service there were only fourteen whose total loss in battle exceeded that of the First Massachusetts Heavy Artillery. The regiment was mustered out on the 15th of August, 1865.

After the close of the war Mr. Pingree returned to his home, but shortly afterward he started for the west. He came to Detroit, where he secured a position as salesman in the boot and shoe establishment of H. P. Baldwin & Company, of which the late and honored Henry P. Baldwin, likewise a former governor of Michigan, was the head. Shortly afterward he engaged in buying produce and shipping the same to the east; in this connection he was associated with C. H. Smith. In 1866 the firm of Pingree & Smith was formed, and in that year was laid in a most modest way the

foundation for the great shoe manufactory which was so long conducted under this title, and which still perpetuates the name of Mr. Pingree, in the operations of the Pingree Company, one of the largest concerns of the kind in the United States. In instituting their new venture Pingree & Smith purchased a small quantity of inferior machinery from H. P. Baldwin & Company, who had found it unprofitable to continue the manufacturing of boots and shoes, and the entire capital of the new firm did not exceed fifteen hundred dollars. At the start the force of employes numbered only eight persons, but with the forceful and intelligent policy brought to bear, the sales for the first year reached the notable aggregate of nearly twenty thousand dollars. From the *Cyclopedia of Michigan* published in 1900, prior to the death of Governor Pingree, are taken the following statements regarding the upbuilding of the fine industry with which the subject of this memoir was so prominently concerned during a long period of years: "The growth of the business has been steady and gradual, until now the output of the factory is exceeded by that of few factories in the entire country. Several removals to larger quarters were from time to time found necessary to do the increasing business. In 1883 Mr. Smith retired from the firm and Messrs. F. C. Pingree and J. B. Howarth, who had been the senior member's right-hand men, were admitted to partnership. A disastrous fire in March, 1887, which destroyed the entire plant, threatened to sweep the firm out of existence, but the indomitable energy of the members enabled them to recover, and they now stand at the head of all western shoe manufacturers and occupy their own immense new building, fitted with every modern appliance. Over this very extensive business Mr. H. S. Pingree had supervision from the beginning, and it is owing principally to his wise and faithful control that the firm made such a remarkable success in a field where so many others have failed."

Mr. Pingree gained a high reputation as a business man of sterling integrity and great administrative ability, and he early won the confidence and esteem of the people of Detroit,

though he was so immersed in his business affairs that he did not become a factor in public life until after many years of residence in the Michigan metropolis. His interest in civic matters had, however, been deep and helpful, and he was known as a citizen of great public spirit and of progressive civic ideas. In 1899, after having refused many previous overtures to become a candidate for municipal office, Mr. Pingree was made the unanimous nominee of the Republican party for the office of mayor of Detroit. His acceptance of the nomination was prompted by a sense of civic duty and fealty, since at this election was made the attempt to overthrow the corrupt "ring" administration in municipal affairs. He was accorded the support of the better class of citizens, irrespective of partisan affiliations, and was elected by a splendid majority over all other candidates. As has been stated, "his inclination to decline the nomination was headed off by the importunities of some of the best men in both parties. He then practically delegated his private business to his partners, Mr. F. C. Pingree and Mr. J. B. Howarth, and threw himself heart and soul into the duties of his new office. He set about righting wrongs and reforming many of the antiquated ways of doing the city's business. He especially confronted the street-railway companies and the city gas companies, and secured for the people many valuable concessions. He exerted a favorable influence in settling the great street-car strike which occurred shortly after his inauguration. He also, by his veto, averted the extending of the street-railway franchise, which would have been most detrimental to the city. In 1891 he received a renomination for mayor, and was again triumphantly elected. In 1893 the same thing occurred, and in 1895 he was once more persuaded to accept the nomination for mayor, and was again triumphantly elected. His entire incumbency as mayor of Detroit was devoted largely to the opposition of monopolistic corporations. During this time also the city entered upon many modern improvements, very notably in the case of paving many of her more important thoroughfares with asphalt, and Detroit has come to be

known as one of the cleanest and most beautiful cities in the Union."

Mayor Pingree was essentially loyal and fearless in his administration, which was marked by the insistent policy of securing the greatest good to the greatest number. He was sure in his premises as to matters of civic control; was the friend and protector of the rights of the people; and to him was accorded the most unequivocal popular endorsement, though, as a natural sequence, he had the antagonism of strong and influential corporate interests which had long fed at the people's expense. No mayor of Detroit has given a more clean, business-like and able administration, and the Pingree standard is one invariably referred to as representing the ultimate of excellence. Public charities and benevolences gained from the mayor careful consideration and aid, and he did a noble work in alleviating the distress and suffering of the poor within the gates of the fair metropolis of Michigan.

To a man who had thus proved himself and shown such illuminating ideals, it was but natural that higher honors should come in the gift of the people. His reputation had now permeated the state, and in 1896 he was made the nominee of his party for the office of governor of Michigan. He was elected by a large majority, and in 1898 similar mark of popular approval was given in his being chosen as his own successor in the gubernatorial office. It is scarcely necessary to say that in his administration of state affairs he held the same enlightened and progressive policy that had marked his regime as mayor of Detroit. Reform, protection of the rights of the people, determined antagonism of monopolistic interests working against the general welfare,—all these gained to him a secure place in the confidence, esteem and affection of the people of Michigan. He labored earnestly to secure equal taxation and to protect the rights of the individual. His fame can not be other than enduring, for it rests upon the broadest plane of humanitarianism. The hold Governor Pingree had upon the people of Michigan is measurably typified in the magnificent bronze statue, of heroic size, which stands in Grand Circus

Park, Detroit, and which represents the contributions of all classes of citizens throughout the Wolverine commonwealth. The inscription on the bronze entablature is as follows: "The citizens of Michigan erect this monument to the cherished memory of Hazen S. Pingree, a gallant soldier, and enterprising and successful citizen, four times elected mayor of Detroit, twice governor of Michigan. He was the first to warn the people of the great danger threatened by powerful private corporations, and the first to initiate steps for reforms. The idol of the people. He died June 18, MDCCCCI, aged sixty years."

During the administration of Governor Pingree occurred the Spanish-American war, and he showed the greatest solicitude for the Michigan soldiers who were arrayed for the service. Another memorial has said of him in this connection: "Governor Pingree was known as the soldiers' friend, for day and night he devoted himself and all of his energies to the welfare of the troops that Michigan supplied; he saw to their proper clothing and other equipment, claiming that the state had a right to provide her men with the best of everything that they required; he visited the camps and individually looked after the welfare of the Michigan troops; when many were lying in southern hospitals, sick of the deadly southern fevers, he caused a thoroughly equipped hospital train to be sent to the southern camps to bring home all of those who were able to travel, and thus was probably the means of saving the life of many a man who had nobly offered himself to the service of his country."

Further reference to the administration of Mr. Pingree as governor and mayor is to be found in the department of this work devoted to general history.

There can be no impropriety in recording the fact that the determined policy, fearlessness and independence of Mr. Pingree in the offices of mayor and governor gained to him bitter antagonisms on the part of those whom he attacked with implacable vigor, for their nefarious practices and their self-aggrandizement at the expense of the people, nor should it be inconsistent to state also that these antago-

nisms, emanating in many cases from high sources, led to petty persecution of Mr. Pingree in his business and social relations and even extended to the members of his family,—actions worthy of only execration and denunciation.

Hazen S. Pingree was a man who kept the needle of life true to the pole-star of hope, and he guided his course with a full sense of his responsibilities and with the strength of conscious rectitude. His name merits a large place in the annals of the state and city to which he gave so great and fruitful service. He completed his second term as governor and then returned to Detroit to resume his control of business affairs. His death here occurred on the 18th of June, 1901, and it may well be said that "his works do follow him." He was a stalwart advocate of the principles of the Republican party, and he attained to the thirty-second degree in the Ancient Accepted Scottish Rite of Masonry. He was an appreciative and valued member of Detroit Post, No. 384, Grand Army of the Republic, and was identified with various social and civic organizations of a representative order.

In the year 1872 was solemnized the marriage of Mr. Pingree to Miss Frances A. Gilbert, of Mount Clemens, Michigan, who died in 1908. They became the parents of three children, two of whom are living,—Hazen S., Jr., and Hazel, who is the wife of Sherman L. Depew, of Detroit. The family still maintain their home in Detroit.

GEORGE H. BARBOUR.

One of those especially deserving of the title of captain of industry in the city of Detroit figures as the subject of this sketch. His influence has permeated in many directions but more especially in the building up of the magnificent industrial enterprise conducted by the Michigan Stove Company, recognized as the largest and most progressive concern of the kind in the world. A record of the company appears elsewhere in this work, with due description of the plant and business. Mr. Barbour is first vice-president and general man-

ager of the concern and is also an interested principal and officer in a number of other important industrial and financial concerns which are factors in maintaining the high commercial prestige of Detroit and the state.

George Harrison Barbour comes of the staunchest of New England stock, the original American progenitor having been Thomas Barber, who immigrated from England to America in 1634, reaching his destination on the 20th of June. From that early date to the present time the name of Barbour has been prominently identified with the commercial, political and civic annals of New England, especially of the state of Connecticut, where yet remain many descendants of the ancestor mentioned as being the founder of the American branch of the family. Of later years, however, the city of Detroit has gained many members of the younger and more active generation, and even the pages of this work will clearly indicate to how marked a degree the prestige of the honored name has here been upheld.

He to whom this sketch is dedicated was born in Collinsville, Hartford county, Connecticut, on the 26th of June, 1843, and is a son of Samuel Thompson Barbour and Phœbe (Beckwith) Barbour, both of whom were likewise natives of Connecticut, where the former was born in the year 1800 and where he continued to live until his death, in 1860, his wife surviving him by a number of years. Of their three sons and three daughters only George H. is now living. The father was a well known and successful merchant in the above named town and was prominent and influential in connection with the growth and development of the section in which he so long lived and labored. He was an upright business man and in all the relations of life was dominated by the highest principles of integrity and honor. He retired from active business in 1857 and was succeeded by his youngest son, George H., subject of this sketch, who later became associated in the business with his brother-in-law, Julius Earl Goodman, under the firm name of Goodman & Barbour. Mr. Barbour secured his early edu-

cational training in the common schools of his native town and early began to assist his father in his business affairs, so that his youthful discipline was of a sort to foster self-reliance, pragmatic ability and energy. None can doubt that Mr. Barbour has reason to feel that his life has counted for much and that he has had the prescience to grasp and improve opportunity, thereby wresting from the hands of fate a large measure of success and a reputation indicative of the most sterling attributes of character. Mr. Barbour continued in the general merchandise business at Collinsville, Connecticut, until 1872, when he was tendered the office of secretary of the Michigan Stove Company, having been well known to a number of those concerned in founding the new enterprise. He promptly disposed of his business interests in his native town and accepted the position tendered him in Detroit, where he has maintained his home since the year mentioned. He has never had cause to regret the change which he made in the connection noted.

Much of the success of the Michigan Stove Company is directly due to his indefatigable efforts and aggressive business policy, and for more than a quarter of a century he has been a potent factor in commercial circles in Michigan. He has made judicious investments of his capital and by personal influence as well has done much to further the upbuilding of many prominent commercial and financial corporations in his home city. Of him it has been said that "he possesses the rare faculty of being able to separate the chaff from the wheat and of connecting himself with only meritorious and successful enterprises, while he has the reputation of being most conservative and acute in all matters pertaining to the lines of business which have enlisted his executive and financial support." As a banker he is widely and favorably known and has been conspicuously successful. A few of his more prominent associations are here noted: He is first vice-president and general manager of the Michigan Stove Company; president of the Ireland & Matthews Manufacturing Company; vice-president and director of the Dime Savings Bank; president of the Michigan Copper

& Brass Company; and a member of the directorate of each the People's State Bank, and the Michigan Fire & Marine Insurance Company. He served as secretary of the Michigan Stove Company for the first five years, since which time he has been incumbent of his present dual office in the corporation. He was president of the National Association of Stove Manufacturers in 1888-9 and was the first president of the Michigan Manufacturers' Association. He has long been active also as a member of the National Association of Manufacturers, of whose legislative committee he was chairman in 1902, in which connection he appeared several times before various committees of both houses of congress, in connection with pending legislation pertaining to the regulation of manufacturing enterprises, and more especially in connection with the consideration of a measure then pending in reference to the eight-hour labor law. He was the first president of the Detroit Board of Commerce and has at all times shown himself to be a loyal and progressive citizen, doing all in his power to forward the advancement of Detroit along all normal lines. He was one of those actively concerned in organizing the Detroit Exposition, which was for a number of years most successful and creditable and which passed out of existence only when it had fulfilled its mission. He is a trustee of the Detroit Museum of Art, of which he formerly served as president, and he has been a liberal supporter of the said institute from the time of its inception to the present, having distinctive appreciation of those elements which make for the higher ideals in life. He was a member of the Michigan board of commissioners of the World's Columbian Exposition in 1893, and in 1897 was chairman of the Michigan commission at the Pan-American exposition, in Buffalo. In this connection he had the distinction of returning to the state treasury after the close of the exposition somewhat more than ten thousand out of the fifty thousand dollars originally appropriated by the state. All expenses of the commission had been paid and the refunding of

such a sum to the state was practically unprecedented in the history of such affairs.

Mr. Barbour is a staunch Democrat of the Cleveland type, unswerving in his advocacy of the basic principles of this historic old organization. He has, however, never been in the least ambitious to enter the arena of practical politics or to become incumbent of public office. In 1888, while he was absent from home, he was made the party nominee for representative of the fourth ward on the board of aldermen, and was later elected, though the normal Republican majority in the ward was about one hundred and seventy-five votes. He served two years as a member of the board and was its president the first year. He has since been importuned by personal and party friends to accept the nomination for mayor of the city, but has invariably refused the honor, feeling that the exactions of his many business interests were too great to justify him in assuming any official position to which he might be elected in the municipal government. He is a member of the Masonic fraternity, is ex-president and a popular member of the Detroit Club, a life member of the Fellowcraft Club, a member of the Country Club, at Grosse Pointe Farms, and is identified with other social organizations. He is chairman of the board of trustees of the Fort Street Presbyterian church and also chairman of the music committee of the board.

On the 23d of June, 1870, was solemnized the marriage of Mr. Barbour to Miss Katherine Hawley, daughter of William H. and Susan (Robertson) Hawley, of Collinsville, Connecticut, and they became the parents of two sons and two daughters,—Edwin S., George H., Jr., Grace L., and Estelle. Edwin S. Barbour resides at 1707 Jefferson avenue, Detroit, and George H. Barbour, Jr., at 134 Lafayette avenue, this city. Grace became the wife of Joshua Rhodes, of Pittsburg, Pennsylvania, and her death occurred in December, 1906; Mr. Rhodes died June 30, 1908, shortly after arriving, with his two little daughters, for a

visit at the Grosse Pointe home of his father-in-law, Mr. Barbour. Estelle is the widow of George S. Stillman, of New York city, and now resides at 134 Lafayette avenue, Detroit.

SAMUEL T. DOUGLAS.

The bar of the city of Detroit has as one of its representative members Samuel Townsend Douglas, who is a native of Michigan and a member of a family whose name has been known and honored in connection with the history of the state. He was born in the city of Ann Arbor, on the 2d of August, 1855, and is a son of Dr. Silas H. and Helen (Welles) Douglas, both representing families founded in New England in the early colonial epoch of our national history. The Douglas family was especially prominent in the annals of early New England, where was the cradle of so much of our nation's history, and the subject of this sketch is a representative in the seventh generation from the original American progenitor, who was a native of England.

Dr. Silas Hamilton Douglas was born at Fredonia, Chautauqua county, New York, on the 16th of October, 1816. His native place was the seat of an academy, in the New England sense of the name, and in this institution, the first of its kind in western New York, the Doctor supplemented the educational training which he had received in the somewhat primitive common schools of the locality and period. His ambition led him to seek a higher academic education, and he was eventually able to enter the University of Vermont, in which he was graduated with the degree of Bachelor of Arts. In 1838, the year after the admission of Michigan to the Union, he came to Detroit, where he took up the study of medicine in the office of Dr. Zina Pitcher, one of the able and honored pioneer physicians of the city and state. He later pursued his technical studies in the medical department of the University of Maryland and he became specially well fortified in his profession, particularly

in the department of chemistry, to which science he was destined to devote many years of his signally useful life. On the 12th of August, 1844, by action of the board of regents of the University of Michigan, which was then in its infancy, Dr. Douglas was engaged to assume the chair of chemistry in the institution, during the absence of Professor Douglas Houghton, the regular incumbent. On August 5, 1846, after an informal ballot, the board of regents elected Doctor Douglas to the permanent professorship of chemistry, whereupon he withdrew from the practice of medicine to devote his entire time to his university work. He was the founder of the chemical laboratory of the university, in whose service he continued from 1844 to 1877,—a period of thirty-three years. From an article read at the exercises of Founders' Day in the University of Michigan, on the 22d of February, 1902, are taken the following brief statements in regard to Dr. Douglas: "He was the first to teach the subject of chemistry in this, the earliest of the state universities of the northwest. It was under his charge that chemistry had its successive beginnings on this ground, its growth here for a third of a century, its many-sided applications, and its part in the development of the laboratory method in education. Professor Douglas was enlisted in the service of the university as a whole. He labored in it for six years before the opening of the first professional department. Besides chemistry, other branches of science were in his hands, especially in the earlier years. Mineralogy he carried until 1870, and he taught geology until 1851. He was closely allied to the first president, Henry L. Tappan, through his administration. Of the department of medicine and surgery Professor Douglas was, indeed, one of those who laid the foundations, one who framed substantial supports." From the minutes recorded by the faculty of medicine in the university at the time of the death of Dr. Douglas, in 1890, are taken the following words of appreciation: "To the laboratory and its development he gave the best

years and powers of his life. It was due to the ance strongly knit in his nature that laboratories of science gained an early and vigorous growth in this institution. We remember his service with thanksgiving and write his name with honor."

Samuel Townsend Douglas, the immediate subject of this review, was afforded the advantages of the public schools of Ann Arbor, and in 1869 he was matriculated in the University of Michigan, in which he was graduated in 1873, with the degree of Bachelor of Philosophy. He then took a post-graduate course, in medicine and chemistry, and upon the completion of this work he came to Detroit and began reading law in the offices of the firm of Douglas & Bowen, of which his uncle, the late Samuel T. Douglas, one of the first members of the supreme court of the state, was the senior partner. He made rapid advancement in his absorption and assimilation of the science of jurisprudence, and in 1879 he was admitted to the bar of his native state. In 1881 he was admitted to partnership in his uncle's firm, whose title was then changed to Douglas, Bowen & Douglas, and this professional alliance continued until the retirement of Judge Douglas, in 1884. Shortly afterward Frederick W. Whiting was admitted to the firm, and the title then became Bowen, Douglas & Whiting. Upon the admission, at a later period, of James O. Murfin, the present firm name of Bowen, Douglas, Whiting & Murfin was adopted. This is known as one of the leading law firms of the state and to its prestige and precedence Mr. Douglas has contributed in large measure, being recognized as a lawyer of distinctive ability and power in the various departments of professional work, and having been concerned in much important litigation. The firm has always controlled a large and representative practice.

In politics Mr. Douglas gives a staunch allegiance to the Republican party, and while he has rendered effective service in its cause he has never sought the honors or emoluments of political office. He was the first to suggest the organization of the Detroit Club, the most prominent organization of its kind in the city,

and he drafted its first articles of association, besides being chosen a member of its first board of directors, on which he served until 1894,—a period of twelve years. He is a prominent and valued member of the Michigan Society of Colonial Wars, of which he was elected governor in 1907. He is a director of the Detroit Trust Company and also of the Central Savings Bank, and is president of the Mount Clemens Gas Company and the Ypsilanti Gas Company. He is progressive and public-spirited as a citizen, and takes a lively interest in all that tends to conserve the advancement and prosperity of his home city. He has served as a member of the board of health for the past eight years, and has twice been elected its president, of which office he is incumbent at the present time (1908).

In 1891, Mr. Douglas was united in marriage to Miss Marion L. Dwight, daughter of the late David F. Dwight, who was for many years a prominent merchant and influential citizen of Detroit. Mr. and Mrs. Douglas have two children,—David Dwight, and Marion Howe.

ALFRED HOOPER.

In the exercise of important administrative functions, Mr. Hooper is identified with one of the great industrial enterprises of Detroit, and is recognized as a progressive business man of advanced ideas. He is first vice-chairman and general manager of the great varnish manufacturing institution of Berry Brothers, Ltd., of which specific mention is made in the memorial tribute to its founder, the late Joseph H. Berry, on other pages of this work.

Alfred Hooper was born in the city of London, England, on the 2d of May, 1855, and is a son of Cleeve Woodward Hooper and Myra John (Batty) Hooper, both representatives of staunch old English stock. The father was a tanner and leather merchant by vocation, and was for many years engaged in business at Bermondsey, London, Southeast. He retired from active business about five years prior to his death, and his wife likewise is now deceased.

Alfred Hooper was given the advantages of the schools of his native city, but initiated

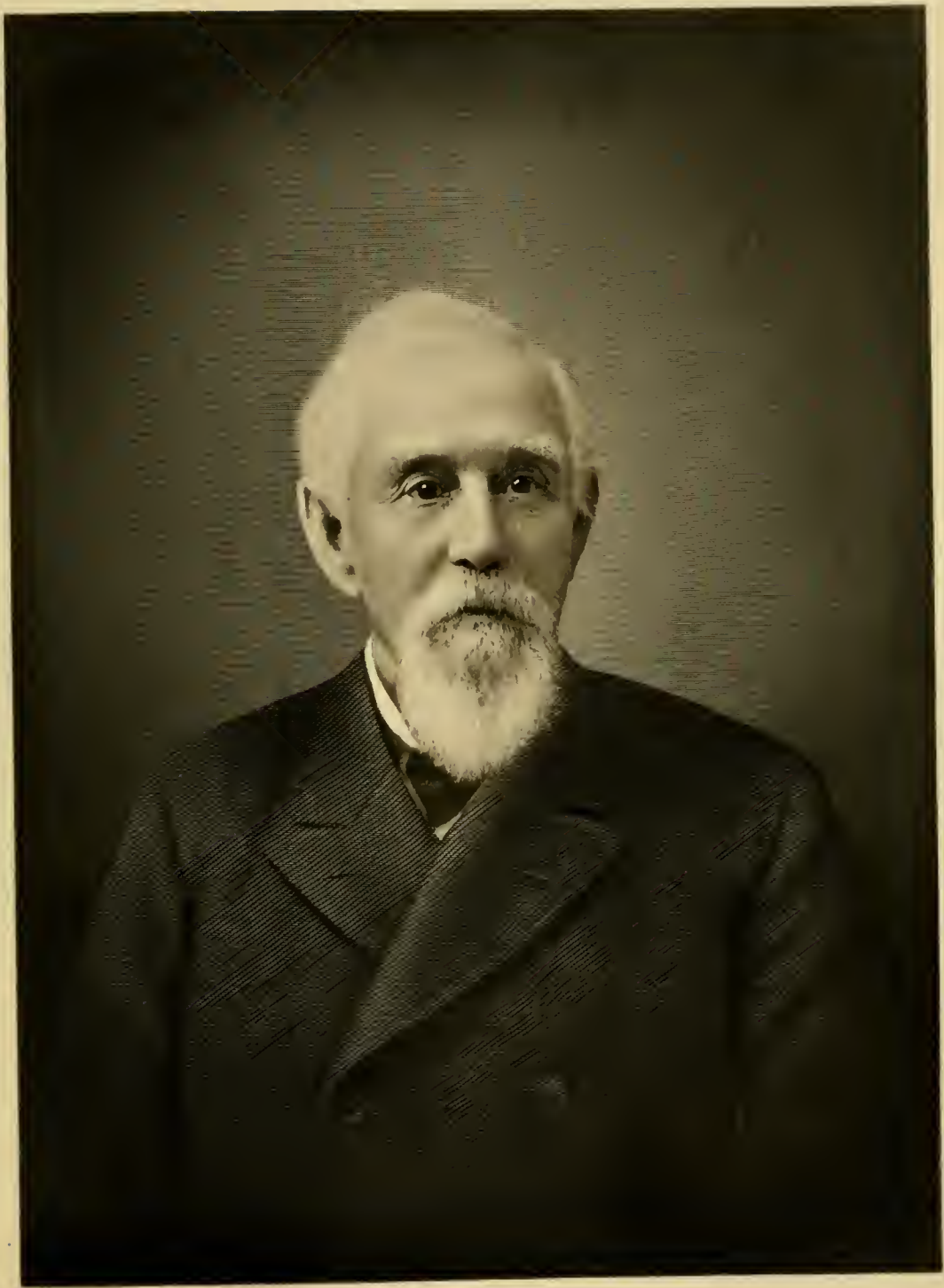
his business career when but fourteen years of age. He at that time secured employment in the shipping department of an extensive wholesale house in London, where he remained until 1870, when he came to America. Here he is the only representative of his immediate family. The vessel on which he made the voyage consumed thirty-one days in effecting the trip, owing to irregularities in the ship's compass. This was the maiden trip of the boat, and after its eventful voyage it was finally towed into the port of Quebec. From the historic old Canadian city Mr. Hooper came forthwith to Detroit, and during the intervening period of more than a quarter of a century he has been continuously identified with the firm of Berry Brothers, Ltd., to the promotion of whose interests he has contributed most effectively. Under his personal direction have been established the various branch establishments of the concern, and all were placed by him on a paying basis before he withdrew from their active supervision. He passed nearly fifteen years in New York city and other leading cities in thus expanding the business facilities of the firm of which he is now general manager, with established headquarters in Detroit. For the past twenty years he has held membership in the Union League Club of New York city.

HIRAM WALKER.

Measured by its beneficence, its rectitude, its productiveness, its unconscious altruism and its material success, the life of the late Hiram Walker counted for much, and in this history of Detroit, in which city he long maintained his home and to whose progress and prosperity he contributed in large degree, it is but consonant that a review of his career be incorporated. His name is perpetuated in the town of Walkerville, Ontario, which he founded, and through the great industrial enterprise which owes its inception and upbuilding to him. It is not the name alone but the man himself that it is hoped this article will reveal, so that a tribute of honor may be perpetuated where honor is well due.

Hiram Walker was born in Douglas, Massachusetts, on the 4th of July, 1816, and was the third child of Willis and Ruth (Buffum) Walker. In the records of the history of "Early New England Families" at Boston, his descent is traced back to Thomas Walker, who lived in Boston in 1661, and who moved in 1664, to Sudbury, Massachusetts, where the records state that "he received encouragement to keep a free school," and where he died in 1699. Mr. Walker's ancestry seems to have been entirely English with the solitary exception of Pierre Chamois, a French Huguenot who, as Peter Shumway, came to Oxford, Massachusetts, about 1650. Another of Mr. Walker's lineal ancestors was a soldier and was wounded in the great Narragansett fight in 1675. In fact, the lines of his family history run into some of the oldest families of New England and carry the right of admission to the Society of Colonial Wars, Sons of the American Revolution, etc. Beyond the first immigrant, Thomas Walker, already mentioned, the family genealogy has not been definitely traced by representatives in America.

Hiram Walker's early years were uneventful. He was afforded the advantages of the public school in his native town and later was employed in a dry-goods store in Boston, but, having made up his mind to "go west," he came to Detroit in 1838, being then twenty-two years of age. Here his first employment was in a store on Atwater street, and somewhat later he ventured into business on his own account, opening a grocery store on Atwater street near Bates street. Not meeting with success, he then entered into partnership with Jeremiah Ingersoll, establishing a tannery on Dequindre street and engaging in dealing in leather. The tannery was finally destroyed by fire and the partnership was dissolved, after which Mr. Walker again engaged in the grocery business, on the lower part of Woodward avenue. Here he again met financial disaster, in the panic of 1857, but repeated misfortune seemed merely to prompt renewed effort, and he resolved to enter business in Canada, where his prosperous career was initiated and where



MADE BY THE PAT. OF R. CHICAGO

William Walker

success continuously rewarded his efforts from that time forward.

In 1857 Mr. Walker purchased the land across the river from Detroit forming the site of the present town of Walkerville, and there built a steam flouring mill and distillery. In 1858 active business operations were instituted in the new plant, and the enterprise rapidly assumed large proportions under his effective guidance. The products of the distillery thus established by him are now known in every part of the world. The flour-mill branch of the business was continued for more than a score of years, and was then closed, as Mr. Walker found that his distillery required the greater part of his time and attention. The now flourishing manufacturing town of Walkerville, on the Canadian side of the Detroit river, opposite the eastern part of the city of Detroit, is the concrete outcome of Mr. Walker's indomitable perseverance and untiring energy.

In March, 1859, Mr. Walker removed with his family from Hamtramck, the eastern suburb of Detroit, to Walkerville and took up his residence in "The Cottage," a frame house on the river bank. This house was built about 1840 and at the time he purchased the property it was surrounded by a large garden,—the site of the present distillery offices. Here he lived until 1864, when he resumed his residence in Detroit.

It is not absolutely certain in what year the name of Walkerville first came into use. At the first the place was familiarly known as Walkerstown, and it is within the remembrance of several now living that Walkerton would have been selected as the name had there not already been a place of that title in the same province. It may be taken as certain, however, that the name Walkerville was decided upon prior to 1864, and it is probable that the name was adopted at the time the Great Western Railway built a switch into Mr. Walker's yards,—about 1862. The first government acceptance and recognition of the name came March 1, 1869, when a postoffice was established under the name of Walkerville. Prior to this time Windsor was the nearest and, in-

deed, the only postoffice within reasonable distance. Mr. Walker's place of business was known for many years as the Windsor Distillery & Flouring Mills. Until 1863 the business was carried on under his own name alone, and he then admitted to partnership Mr. McBride, of Detroit, who had been in his employ as a traveling representative, but in 1867 the partnership was dissolved and Mr. McBride returned to Detroit and engaged in business for himself. During the continuance of this partnership the firm name was Hiram Walker & Company; from 1867 to 1871 it was again Hiram Walker, and in the latter year, upon the admission of Edward Chandler Walker to partnership, the title of Hiram Walker & Son was adopted. Later, as the younger sons were admitted, the firm became Hiram Walker & Sons. In 1890 the distillery business was organized as a joint stock company, under the name of Hiram Walker & Sons, Limited, and still so continues. Outside interests remained the property of the partnership existing between Mr. Walker and his sons, being distinguished by the name of Walker, Sons & Company until 1895, when Mr. Walker retired and the present firm title of Walker Sons was adopted.

Upon Mr. Walker's arrival in Walkerville the place was part of an early settled but thinly peopled township, known as Sandwich East. The future town had no name and consisted of but a very few dwellings, and until 1890, when the town of Walkerville was incorporated by a special charter, Mr. Walker was a somewhat unique municipal figure, being practically mayor, council, board of works, controller of fire, water and light department, and board of education,—all in one. As the distilling business grew and advanced, Mr. Walker encouraged and associated himself with other manufacturing interests, besides the different industries growing out of his own distilling business, and all of these stand to-day as evidences of his ceaseless energy and marked business ability. He built a church and when a new public-school section was organized he acted as one of the original trustees. He invested largely in farm lands, and became one

of the largest land-owners in the dominion of Canada; he engaged in the growing of hops, the raising of cattle and horses, had a tobacco plantation of more than one hundred acres, and built a railway and the summer-resort hotel known as the Mettawas, at Kingsville, on Lake Erie. Even these enterprises did not exhaust Mr. Walker's wonderful capacity for work. The Ontario Oil & Gas Company, which for years furnished natural gas to Walkerville, Windsor and Detroit, was organized and made a success by him, and in other numerous enterprises he was the guiding spirit. But from 1858 forward the distillery business occupied his chief attention, and by it he was most widely known. His success in this line of enterprise was not due to accident or so-called luck, but was the result of many years of close attention, hard work and careful management, on the part not only of Mr. Walker, but also of his sons.

Mr. Walker's interests in Detroit were many and varied. In a number of concerns he was the controlling stockholder, while his name was sought by and he held shares in many enterprises to which he was unable to give his personal attention. Among the enterprises with which he was thus connected may be mentioned the following: The Detroit Car Works, Detroit Transit Railway, Detroit & Bay City Railway, Detroit National Bank, Detroit Chamber of Commerce, Hamtramck Iron Works, Detroit Medical College, Wayne County Agricultural & Industrial Society, Minong Mining Company, Cove Land & Mining Company, Michagamme Company, Detroit & Ontonagon Mineral Lands Company, Michigan Land & Immigration Company, St. Clair Mining Company, and Valverde Mining Company. He was also a member and shareholder of the Detroit Club, the Grosse Pointe Club, the North Channel Club, and the Detroit Driving Club. This list, imperfect as it is, shows that his large interests in Canada by no means absorbed the whole of Mr. Walker's time and thought, and affords strong evidence of his enterprising spirit. His real-estate holdings in Detroit were also very large, including much valuable property in the central business district of the city.

Mr. Walker's charities were large and varied, and as a citizen he was moved by deep public spirit. He was a generous contributor to the support of the cause of the Republican party. At one time he contemplated endowing a school for manual training in Detroit, but his daughter suggested to him the need of some hospital for helpless little ones. From this suggestion resulted the Children's Free Hospital, on the corner of Farnsworth avenue and St. Antoine street, which was built by Mr. Walker in 1896, in memory of his daughter, Jennie Melissa, who died in 1870. He not only gave the land and the admirable building but also left a substantial endowment for the support of the institution. He also endowed a room and, in addition, a bed, in Harper Hospital, and his donations to that institution were most generous. The training school for nurses in connection with this hospital always had his deep interest and loyal support. The Children's Free Hospital stands as a noble and lasting memorial to the man who made it possible,—an evidence of his generosity, a proof of his deep human sympathy and kindness of heart,—and while it represents only a part of Mr. Walker's benefactions it is sufficient to mark his life a success. The town of Walkerville, which was practically created by Mr. Walker and which—though it has grown and improved immensely since its owner passed away—was moulded and fashioned on his plans, may well be called a model town. It has been called the "Birmingham of Canada," but it is noted as much for its comfortable homes as for its factories. It has well paved streets, lined with beautiful shade trees; it has a splendid water system; it has one of the best school buildings on the continent; and St. Mary's church, built in 1904, as a memorial to Hiram Walker and his wife, by their sons, is one of the most beautiful church edifices in Canada. This church was consecrated in 1904 and presented as a free gift, with an ample endowment, to the Anglican diocese of Huron. The town of Walkerville as it exists to-day bears strong evidence of the wisdom and energy of the man to whom it owes its existence, and here his memory is cherished by all who knew him. After so

strenuous a career and so successful a life as Mr. Walker's, it may be asked,—what remains? Such a life must always leave marked results, and in this instance there is no difficulty in pointing out what those results were; they are clearly indicated in the statements of this all too brief memorial tribute.

Mr. Walker was an Episcopalian, having been a pew-holder in old St. Paul's church of Detroit, and having served for many years as a member of the vestry of this historic parish. Not only did he give largely to the church itself, but its affairs could always rely on his substantial aid for any worthy object at home or abroad.

Personal power was the strongest trait in Mr. Walker's character, and this, coupled with a phenomenal capacity for work, was the secret of his success. He never occupied any public position, but he was a natural leader in thought and action. Warm-hearted to a degree, a loving husband and father and a loyal friend, he lived to a good old age. Both in Detroit and Walkerville he will long be remembered for strength of character which would have made him a man of mark anywhere, and for personal qualities which attracted and held all with whom he came in contact. He died at his Detroit home on the 12th of January, 1899, at the age of eighty-three years, and his remains rest in beautiful Elmwood cemetery.

In 1895 Mr. Walker decided to retire from active participation in the various business enterprises he had organized and, for so many years, controlled, and to entrust them to his three sons, of whose business capacity he had full knowledge. He therefore executed deeds of sale to them of the greater part of his real estate, including all situated in Detroit, besides the bulk of his lands in Canada. He also transferred to them his shares in the various incorporated companies in which he was interested. Among various conditions attached to these deeds and transfers was one that within three years of his death his sons should pay twenty thousand dollars to Harper Hospital, and this payment was made in 1902. His summer residence, Isle aux Peches, and his yacht, "Lurline," he left to his daughter, Mrs. Buhl,

and he provided generously for a number of relatives and family connections. By his will he bequeathed to the Children's Free Hospital seven-eighths and to Harper Hospital one-eighth of all property of which he might be possessed at the time of his death, "to be used by said hospitals for the care and maintenance of the worthy sick poor," except household furniture and other personal property, which he devised to his four surviving children.

It is most gratifying to enter brief record concerning Mr. Walker's domestic life, which was one of singularly idyllic order. On the 5th of October, 1846, he married Miss Mary Abigail Williams, daughter of Ephraim Smith Williams and Hannah Melissa (Gotee) Williams, of Silver Lake, Michigan. Mrs. Walker was born in 1826, the first white child born in the Saginaw valley, where her father was serving as paymaster for the Indians, and her death occurred in 1872. She was a descendant of Robert Williams, of Welsh lineage, who sailed from Norwich, England, in the year 1638 and settled at Roxbury, Massachusetts. On the maternal side Mrs. Walker was a direct descendant of James Harrington Gotee, who served seven years as a patriot soldier in the war of the Revolution.

Mr. and Mrs. Walker became the parents of five sons and two daughters. The two deceased are: Willis Ephraim, who died in 1886, having been engaged in practice as a solicitor and notary in Detroit; and Jennie Mellisa, who died in 1870, at an early age. The surviving daughter, Elizabeth J., is the widow of Theodore D. Buhl, of Detroit, to whom a memoir is dedicated on other pages of this work. Mrs. Walker was a woman of gentle and gracious personality and was an earnest and devoted church woman. She maintained a deep interest in charitable enterprises and objects and was one of the founders and zealous supporters of St. Luke's Hospital, Detroit. In her memory the first church edifice in Walkerville was named St. Mary's, as is also its successor, the present beautiful edifice, of which mention has already been made.

Concerning the surviving sons of Mr. Walker the following brief data are consist-

ently entered. E. Chandler Walker was born in Detroit, in 1851, and since the death of his father he has been president of the distilling company. In 1897 he married Miss Mary E. Griffin, daughter of the late Thomas Griffin, of Detroit, and they reside in Walkerville, where their home, "Willisstead," is recognized as one of the finest residences in Canada. Mr. Walker is a director of the Detroit Museum of Art, which owes much to his generosity. Franklin H. Walker was born in Detroit, in 1853, and was graduated in the University of Michigan as a member of the class of 1873. He is now vice-president and managing director of Hiram Walker & Sons, Limited. In 1874 he married Miss May Holbrook, daughter of the late DeWitt C. Holbrook, of Detroit, and their residence is at 850 Jefferson avenue, this city. Their only child, Ella, is now the wife of Count Manfred von Matuschka, of Bechau, Silesia. J. Harrington Walker was born in Walkerville, Ontario, in 1859, and he now resides at 857 Jefferson avenue, Detroit. In 1883 he married Miss Florence A. Holcomb, of Bridgewater, Connecticut, who died in 1887 and who is survived by two sons,—Harrington and Hiram. In 1889 Mr. Walker married Margaret Caldwell, daughter of the late William S. Tallman, of Detroit, and they have one son and two daughters. Mr. Walker's entire business career has been one of identification with the great industrial enterprise founded by his father, and he is associated with his brothers in the conduct and control of the same.

DAVID CARTER.

To have accomplished so notable work as did the late David Carter in connection with lake-marine navigation would prove sufficient to give precedence and reputation to any man, were this to represent the sum total of his efforts; but Mr. Carter was a man of broad mentality, strong initiative and distinct individuality,—one who left not only a lasting impression in the field of enterprise mentioned but was also a most potent, though unostentatious, factor in the commercial, religious and social life of Detroit, of which city he became

a resident in the spring of 1861. To him the city is indebted for the establishment and development of the superb service of the Detroit & Cleveland Navigation Company, with which company his name is indissolubly linked, the organization of which was the result of his ideas and efforts, and in the conduct of whose affairs, its policies and its operation, his was the controlling spirit from the time of its incorporation, in 1868, until his death, in November, 1901. The last year saw the accomplishment of plans which he had long cherished,—the organization of a company to engage in the passenger and freight business between the ports of Detroit and Buffalo. The company had been incorporated as the Detroit & Buffalo Steamboat Company, two steamers had been built and were to be placed in commission the following season, and Mr. Carter had been elected general manager of the line. His death occurred while he was engaged in outfitting the steamers for which he held the contracts. A brief history of the above named companies is published on other pages of the volume, and to this record the reader is referred for supplemental information.

David Carter was born in Ohio City, now included in the corporate limits of the city of Cleveland, Ohio, on the 27th of February, 1832, and was a son of David and Maria Louisa (Davis) Carter. His ancestors, both paternal and maternal, were among the early settlers of Massachusetts colony and numbered among them were men who achieved distinction in the early history of our country. John Carter, the first of the family to settle in America, was a native of England and an ardent supporter of King Charles I. Upon the execution of that monarch by Cromwell he escaped to America and settled in Salisbury, Massachusetts colony, in 1600. His son Thomas was the next in line of direct descent to David Carter. Thomas Carter was born in Salisbury, in 1610, and died in 1684. He was sent by his parents to England to complete his education, and he received from historic Cambridge University the degree of Master of Arts. He returned to America, entered the ministry and became a prominent and highly

esteemed member of the clergy. He was a man of fine intellectuality and attained to great influence in the colony. His son Samuel, 1655-1772, was the next in descent. Thomas, 1685-1772, the son of Samuel, was next in line. Samuel, 1734-1821, son of Thomas, was a soldier in the Continental line in the war of the Revolution and was commissioned lieutenant. He was an influential citizen of Warren, Connecticut, and his son Samuel, Jr., was the grandfather of David Carter. He married Sarah Newcomb, a member of the historic Newcomb family, and they continued residents of Warren throughout their entire lives. Their son, David Carter, Sr., father of the subject of this review, received his education in the schools of Warren. When a young man he removed to Ohio, then in the early stages of its colonization, and located in what is now the city of Cleveland. Here he experienced the vicissitudes and endured the labors which fell to the average pioneer. He died in 1840, and in 1843 his widow contracted a second marriage, her demise occurring many years afterward.

David Carter passed the first eleven years of his life in and about the city of Cleveland, and there received his rudimentary education in the common schools. In 1843 he accompanied his mother and stepfather on their removal to St. Clair county, Michigan. In 1845 an uncle, Captain John M. Coyle, of Sandusky, Ohio, visited the Carter home, and on his return to Sandusky was accompanied by his young relative, David Carter. In his uncle's family the latter passed the succeeding three years, being employed as clerk in a small lumber yard in the summer months and attending school during those of the winter. During the summer of 1848 he first engaged in sailing on the great lakes, a member of the crew of the three-masted schooner "North Hampton," then the most popular vessel plying between Sandusky and Buffalo. On the close of navigation he returned to Sandusky and again entered the lumber business, filling in order the positions of clerk, bookkeeper and manager. In 1849 the city was visited with the cholera plague. Mr. Carter was among those afflicted

with the usually fatal disease and one of the few to recover from its effects. During his connection with the lumber business his ability as an accountant and manager (although a boy in his 'teens) was keenly observed by the lessee of the Mad River Railroad Company. He was tendered and accepted the position of bookkeeper and cashier of this company—interests including the railroad docks, warehouses and elevators,—in which position he remained until the death of the lessee, in 1852. His entrance in the lake-marine passenger and freight service of the Great Lakes, in which he was destined to become one of the most successful, widely known and most highly honored of the many men who have been identified with its growth and development, occurred in 1852, when he was made clerk of the new steamer "Forest City," which had been completed that spring for John Owen, of Detroit, and which was placed on the line between Detroit and Cleveland. He continued in a like capacity on various steamers plying between these ports, virtually managing them, until the close of navigation in 1860. On March 4, 1861, Mr. Carter removed from Cleveland, which had been his home for several years, and located permanently in Detroit. He engaged in the storage, forwarding and commission business, as junior member of the firm of Keith & Carter, their place of business being at the foot of Shelby street. He also filled the position of agent of the line of steamers plying between Detroit and Cleveland, at that time a private enterprise, the various boats being owned by different owners, and the allied interests, operated under the management of the late John Owen as the Detroit & Cleveland Steamboat Line, and in connection with the Michigan Central Railroad, affording the latter company a water route to Cleveland from Detroit, at that time its eastern terminus. The service was known and advertised as the Michigan Central Rail Road Line, operating the steamers "Morning Star" and "R. N. Rice." Mr. Carter was made general agent of this line and at the same time continued the business of Keith & Carter, in which he had purchased his partner's interest. During his con-

nection with the last named line he conceived the idea of organizing a company to take over its business; a company to be controlled by Detroit capital and with the ultimate welfare of the city and state in view. His reputation as a successful manager of interests intrusted to his care, as well as of his personal business, enabled him to secure the requisite capital, resulting in the incorporation of the Detroit & Cleveland Steam Navigation Company, with an authorized capital of three hundred thousand dollars, and of this company Mr. Carter was elected secretary and general manager, which office he retained until his death. The growth and expansion of this company under his direction, a detailed account of which appears under the title of the company on other pages of the work, furnishes an interesting and instructive chapter in the history of the commerce of the Great Lakes. The results achieved show his remarkable executive and constructive ability, his full confidence in the future, and the implicit trust placed in him by his associates, who from time to time were called upon to furnish large capital which was largely committed to his care and which was necessary for the purchase of added tonnage and equipment. Through his foresight and industry he constantly added to the value of the investment; by his fairness and courtesy he attached to himself the vast number of shippers who constantly transacted business with his line. His continued insistence that at all times the vessels of the line should excel in the controlling essentials of safety, speed and comfort, his spirit of enterprise and his confidence in the appreciation by the public of the improvements for its benefit, advanced in a very marked degree the commercial development of the city and state.

Mr. Carter was known for his fairness to his employees. If he had a grievance, either real or fancied, no man occupied a position too lowly to get the ear of the general manager, who was held in affectionate esteem by those who, under his direction, were filled with loyalty and zeal by being made to feel that they were integral parts of the institution they served. In 1900 the directors of the company,

in appreciation of the long and highly satisfactory service performed by Mr. Carter, appointed him to the rank of commodore and presented him with the regulation commodore's pennant. The policies which he inaugurated, the system which he established for the conduct of the business and of its employees, and the esteem in which these are held by the directorate of the company, are well illustrated in the following extract from resolutions passed by the directors at the time of his death: "To those who follow him in his position of great responsibility we can offer no better advice than that they follow in his footsteps and be guided by his principles. In no more certain way can they promote the interests of this company and insure for themselves the confidence and esteem of this community."

Mr. Carter was an interested principal in the commercial activities of Detroit and an influential but unassuming member of its social and religious life. He was president of the Leonard & Carter Furniture Company for ten years, during which time he was one of the leading spirits of that successful enterprise. The company was known particularly in the matter of high-grade office furniture, of which it made a specialty. Mr. Carter resigned the presidency of the company and subsequently disposed of his stock, in 1895. During his career he contracted for and outfitted eight steamers for the lines of which he was general manager, as well as the steamers "City of Buffalo" and "City of Erie," of the Cleveland & Buffalo line. He had partly completed his contract for the new Detroit & Buffalo line boats, "Eastern States" and "Western States," at the time his death occurred, the completion of the outfitting devolving upon his son, David S. Carter, of whom individual mention is made in this work. Mr. Carter was an influential member of the Republican party, and, while having neither time nor inclination for office, he never neglected his civic duties. In 1855 he was commissioned judge-advocate, with the rank of major, by Governor Bingham, and served with credit to himself under Colonel Saunders, then commander of the Michigan state militia. In the same year he became a

member of the Masonic order, joining the Lodge at Trenton, Michigan. He was a member of the Country Club, the Detroit Golf Club and identified with the Pointe au Barque Summer Resort Association, besides other social and business organizations. In religious faith he was a Presbyterian. Shortly after his arrival in Detroit he was made leader of the choir of the First Presbyterian church and continued its head for twenty-six years. He was an accomplished vocalist, possessed a most excellent tenor voice, and the organization of which he was the leader was one of the most popular and efficient in the city. He served as chairman of the building committee of the First Presbyterian church previous to and during the erection of the present edifice on Woodward avenue, and its construction was made possible and is largely due to his persistent efforts and generosity. He served as a member of the board of trustees of this organization for twenty years. Shortly before his death the highest office in the gift of this church was tendered him, that of ruling elder, but he instantly declined with the characteristic reply, "I am not worthy." In his charities Mr. Carter was a generous and unostentatious giver. In the giving, however, he preferred to work through the agency of others. For many years he devoted considerable time to the affairs of the Home of the Friendless, in whose work he was deeply interested.

On Christmas day, 1856, Mr. Carter married Miss Fannie J. Leonard, daughter of Rev. R. H. Leonard, D. D., of Cleveland, Ohio. Mr. Carter is survived by his widow and two children: David S. Carter, who is mentioned elsewhere in this volume, and Jessie J., the wife of Murray W. Sales, of Detroit.

Mr. Carter was in all respects a high type of the conservative, unostentatious American, diligent in business, and conscientious in all things. The tributes of respect, and in many cases affection, called forth by his death, have seldom been equaled in the city of Detroit under similar conditions. His own standard of life was high and it was seen in the development of what grew to be under his direction one of the most successful transportation

companies in the country. What may be termed his life work was finished; it had met the fullness of his ambition. But infinitely more precious and of personal consequence to him was the fact that he died rich in the possession of a well earned popularity, in the esteem which comes from honorable living, and in the affection that slowly develops only from unselfish works. In his business life he was the embodiment of honor, as in his social and domestic life he was the perfection of love and gentleness.

HENRY P. BALDWIN.

Taking just pride in bearing the full name and being a nephew of that honored pioneer and distinguished citizen of Michigan, the late Governor Henry Porter Baldwin, of Detroit, to whom a memorial tribute is paid elsewhere in this publication, the subject of this sketch has himself been a resident of Detroit for forty years and has long been numbered among its honored citizens and representative business men, well upholding the prestige of the name which he bears.

Mr. Baldwin was born in Albany county, New York, on the 24th of January, 1845, and is a son of Samuel H. and Sarah B. (Wheeler) Baldwin, the former of whom was born in Rhode Island and the latter in Massachusetts. The mother was a daughter of Nathaniel Wheeler, a prominent pioneer cotton manufacturer of Massachusetts. An outline of the genealogical history of the Baldwin family is given in the memoir of Governor Baldwin, to which reference has been made above. Samuel H. Baldwin was reared at Dansville, Massachusetts, where he received a common-school education, and as a young man he learned the trade of machinist. He finally took up his residence in Cohoes, New York, where he engaged in the manufacturing of machinery for knitting mills, besides turning out other mechanical products. He later removed to Sandy Hill, New York, where he continued to be engaged in business until his death, which occurred in 1848. His wife survived him by a number of years, and of their three children two are living,—Henry P. and Catherine B.

The subject of this review was reared to maturity in the old Empire state, where he was afforded good educational advantages in his youth, having prosecuted his studies for some time in private schools at Sand Lake. In 1866, shortly after attaining to his legal majority, he came to Detroit and took a clerical position in the wholesale boot and shoe house of his uncle, return of the family to America he entered the late lamented governor. In 1870 he was admitted to the firm, and thereafter he gradually assumed all the executive cares and burdens which had previously rested upon his uncle in connection with the concern. The business was amplified into that of manufacturing shoes, and the factory was the first of the sort west of the Niagara river. In 1896 a reorganization took place and the title became Baldwin, McGraw & Company, which has since been retained. Since that year also the business has been exclusively of the jobbing order, manufacturing having been abandoned. The concern controls a large and representative trade, extending throughout Michigan and into Ohio and Indiana. Mr. Baldwin is still actively identified with the management of the business, and is also interested in other local enterprises of important order. He was one of the organizers of the Detroit Trust Company and is a member of its board of directors, has been a director of the Old Detroit National Bank since 1893, and is a member of the directorate of the Detroit Fire & Marine Insurance Company. Practically his entire business career has had Detroit as its scene of action, and it is scarcely necessary to state that Mr. Baldwin has a definite loyalty and affection as touching all things pertaining to the welfare of the city. He is a believer in and has aided materially the promotion of the larger industrial Detroit, and the advancement has been a source of unalloyed gratification to this earnest, straightforward business man and public-spirited citizen.

Mr. Baldwin's political allegiance is given to the Republican party, but he has never sought to enter the field of practical politics. Like his honored uncle, he is a communicant of St. John's church, Protestant Episcopal, and is prominent in its work. He has been a member

of the church vestry and its treasurer continuously for thirty-five years and senior warden for the past six years. He is identified with the Masonic fraternity, in which he has advanced to the degree of Knight Templar, being a member of Detroit Commandery, and he is a member also of various local organizations of a social or semi-business character.

On the 7th of June, 1871, was solemnized the marriage of Mr. Baldwin to Miss Mary E. Walton, who died September 13, 1883, and who is survived by no children.

GEORGE B. RUSSEL, M. D.

Dr. George B. Russel was one of the favored mortals whom nature launches into the world with the heritage of a sturdy ancestry, a splendid physique, a masterful mind and energy enough for many men. Added to these attributes were extraordinary intellectual attainments and the useful lessons of a wide and varied experience stored away. Such a man could not obscure himself. Planted in a metropolis, he would have used his talents in competing with and uplifting his fellow men. Planted in the wilderness, he used them in developing the things that the environment needed. He was the type of a true gentleman, and a representative of the best of the community, dignified and yet possessed of an affability that won him warm friends among all classes and conditions of men. A compilation of this nature could not commend itself without due tribute to this sterling pioneer of the city of Detroit and state of Michigan.

Dr. Russel was born in the cross-roads village of Russelville, Chester county, Pennsylvania, March 7, 1816, in the house built by his grandfather's father prior to the war of Independence. His paternal great-grandfather, Hugh Russel, was born in Ayrshire, Scotland, in 1726, and fought at Culloden for Bonnie Prince Charlie in 1746. After the disastrous defeat of the Scotch patriots he escaped to Ireland with a number of his countrymen. From Ireland he immigrated to America with three brothers, also patriot refugees, and took up his residence in Russelville, Pennsylvania. Another of the brothers went to Kentucky and



Chas. B. Russell

founded there the town of the same name. His son, Alexander Russel, was born July 4, 1756, at Russelville, and died there in 1799. His son Francis, the Doctor's father, was born in Russelville, June 14, 1783, and died there in 1859, having been a colonel in the United States troops in the war of 1812.

Dr. Russel's mother was a Whiteside, and her mother a Ross, both of which families emigrated from Ireland to America in 1718 and settled in Lancaster county, Pennsylvania,—at Coleraine and the city of Lancaster. His uncle, John Whiteside, was a member of congress from Lancaster district, predecessor of James Buchanan.

Dr. Russel's early schooling was obtained in Lancaster. His intellectual capacity was early manifested. He was a student in West Chester Academy, where he came under the instruction of Professor Fuller, to whom he ever afterwards gave credit for the systematic training of his mind and the remarkable knowledge of languages which he acquired. This school was one of no little celebrity at the time and famous for its corps of teachers, yet such was Dr. Russel's proficiency that he was permitted to act as a tutor when he was only fourteen years of age and to give instructions in mathematics and Latin. At the age of seventeen he completed the course at Franklin and Marshall College, and could read the Bible in five different languages. In 1836, at the age of twenty, he received his degree of M. D. from Jefferson College, Philadelphia, since absorbed into the University of Pennsylvania. His favorite professor was Dr. McClellan, the father of General George B. McClellan. He studied under and became the intimate companion of Dr. Humes, the most celebrated physician in Lancaster. The city of Lancaster was then the largest inland town in the United States. He also was closely associated, and in reality began actual practice with, the famous Dr. John L. Atlee. One of his friends, with whom he was associated during the years 1831 to 1834, was General George B. Porter, afterwards governor of Michigan Territory, and the governor invited him to come to Michigan to practice when he had finished his education.

After his graduation, in 1836, Dr. Russel, being still under age and too young under the laws of the state of Pennsylvania to carry on his profession there for himself, determined to come to Michigan in accordance with the invitation of Governor Porter, although Governor Porter had died of cholera in 1834. After an adventurous trip by stage coach and canal, and by vessel from Cleveland, Dr. Russel arrived in Detroit April 24, 1836, and at once—almost on the same day—began a busy and successful medical career. He found here Drs. Chapin, Rice, Porter, Hurd and a number of others. After two years of busy practice, especially in combating the dreadful smallpox epidemic, he returned to Philadelphia in 1837-38 and took a post-graduate course (1837-8), listened to lectures by the most famous practitioners of the country, and added largely to his store of professional knowledge. He returned to Detroit in 1839 and was associated in practice with Dr. Adrian R. Terry and established the intimate friendship which lasted through life with Dr. Zina Pitcher.

Concerning Dr. Russel's early labors in his chosen field the following record has been written: "In those days the practice of local physicians was difficult and arduous. Dr. Russel's medical and surgical circuit was on both sides of the Detroit river. In Canada it extended from Amherstburg to Belle river, a distance of thirty-three miles; on the American side it ramified from Trenton to Lake St. Clair, and inland along the four leading avenues of Detroit to Mt. Clemens, Romeo, Royal Oak, Birmingham, Pontiac, Farmington, Dearborn and Wayne. All these routes were traveled on horseback, and in the saddle-bags were carried the needed drugs, with scales and measures to perfectly fill his prescriptions, as well as surgical instruments. Of the six thousand inhabitants of Detroit in 1838 about four thousand were French speaking. The roads were very bad, and many hardships were encountered. Dr. Russel was in the saddle for twenty-seven years, and then retired from general practice.

"As a physician his memory will always fill a beautiful place in the annals of Detroit. He

was a skilful healer and a philanthropist. He gave every day of his time and skill and money to poverty-stricken and suffering humanity. In his daily ministrations among the poor his beneficence was perennial, and grateful thanks from the recipients were scattered at his feet like flowers. He was an educated and scientific man, fully abreast with medical science, and, being a wise physician, he was a John the Baptist, who recognized that his only mission was to prepare the way for a greater than himself—Nature.

"He was very active in epidemics of smallpox and cholera, and successfully treated many cases of the former disease shortly after he arrived in Michigan. In October, 1837, a tribe of seven hundred Indians from the Saginaw region arrived in Detroit to receive their annual presents, and camped on Conner's creek, near Gratiot avenue, a few miles from Detroit. The Doctor learned that smallpox had broken out among them, and he proceeded there at once. He found that about twelve Indians, living in five tents, were infected. Aided by Richard Conner, the proprietor of the farm, and Sister Therese, of the Sisters of Sainte Claire, whose convent at that time was at the southwest corner of Larned and Randolph streets, he treated the sick persons and also vaccinated, or rather inoculated, every member of the tribe. This work occupied fully twenty-four hours and was performed without rest or sleep. A daughter of Henry R. Schoolcraft, the famous Indian ethnologist and historian, was visiting friends in Detroit, and afterward related this episode to her father at Albany. Schoolcraft promptly informed the United States Indian bureau, which procured an appropriation of seven hundred dollars, which was presented to Dr. Russel in 1842. In the same year the Doctor built a smallpox hospital on the present site of the House of Correction, on Russell street. In this hospital he gratuitously treated about two hundred cases, principally colored people and white immigrants. He was also active and efficient during the cholera seasons of 1849, 1852 and 1854."

In 1838, during the so-called Patriot war,

there was an engagement between the insurgents and the British forces and Canadian militia at Fighting Island, a few miles below Detroit on the Detroit river. On February 28, 1838, the Patriots were defeated and driven from the island, and the wounded men were brought to Detroit. Here they were attended by Dr. Russel. In cases of several of the wounded amputation was necessary. This fact was related to the British minister at Washington, and Dr. Russel was surprised one day to receive a letter of thanks and one year's pay as assistant surgeon in the British army from the British government.

As chief physician and one of the trustees of Harper Hospital for about a quarter of a century, Dr. Russel greatly advanced the interests of that noble Detroit institution. Nancy Martin, the old and well known market woman, loved and respected him, and through his influence donated part of the land which is the site of the present hospital.

Dr. Russel was a man of broad mental ken and great capacity and versatility. In addition to the distinction he achieved as a physician he was a remarkable business man, and the pioneer of Detroit's greatest enterprises. His masterful, energetic, clear-headed methods soon brought him into the front ranks of manufacturing industry. In 1863 he relinquished the general practice of his profession, although he continued treating his family and relatives and indigent persons to his latest day. In the early '50s he built the first car-ferry boat, the "Union Express," which plied between Detroit and Windsor, Ontario, and which brought over the first locomotive in 1854—which year marked the connecting of the Great Western Railway (now the Grand Trunk) with Detroit. He founded the Detroit Car Works, which was afterward merged in the Pullman Car Company. He originated the projects upon which George M. Pullman, John S. Newberry and James McMillan rose to fortune.

Dr. Russell is due the credit for having built the first iron furnace and produced the first ton of pig iron at Detroit. He built the first large steamer of more than thirty-foot beam on the Detroit river and the first steamer

especially designed to carry iron ore upon the Great Lakes, and was the leading spirit in building up the ferry system now controlled by the Detroit, Belle Isle & Windsor Ferry Company. He also built a very large number of houses in Detroit and vicinity, and owned thousands of acres of land in the city and suburbs, most of which is now built over and worth millions of dollars. He suffered some losses in the panic of 1857, but recouped his fortunes, and was one of the prominent constructive men of affairs in Detroit in the late '60s. In 1880, following in his footsteps, his son George H. established the Russel Wheel & Foundry Company, which is now an extensive concern employing many hundred hands, and of which the latter and two other sons, Walter S. and John R., are now the principal owners and officers. Dr. Russel also established and equipped important ship yards, where he built the steamers "Marquette" and "B. L. Webb," and other vessels. He emulated the great ironmasters of Pennsylvania, whom he had known in his youth, and contributed largely to the development of iron industries. He was one of the earliest of the pig-iron manufacturers of the state, and was the first of the car builders. His son John R., also following in the father's pathway, was the projector of the present important shipbuilding company, the Great Lakes Engineering Works, of which he is a large owner and secretary and treasurer. His brother, George H. Russel, is vice-president of that company.

For a number of years prior to his death Dr. Russel spent most of his time upon his farm on the banks of Lake St. Clair, in Canada, opposite Grosse Pointe. His son Walter S. had a fine summer house there, but the Doctor preferred to live in a cabin near by and, with a man servant to help him, lived free and independent—the truly "simple life." He cut down trees, repaired fences, working vigorously with his own hands, and enjoyed living close to nature.

Dr. Russel's longevity was the result of his sane mode of living. In early life he was impressed by a work entitled "The Art of Living," by Kitchener. Following the advice

given in that book, he was a persistent drinker of water alone, eschewing liquor and tobacco. He ate lean meat and drank plentifully of milk, was very regular in his habits and rose at six o'clock every morning. He was a large man, weighing over two hundred pounds, but was active in his movements, never lost his mental alertness, read two newspapers every day and kept in close touch with the advances made in medicine and surgery, by perusing the latest medical periodicals. He disdained formality in his speech and habits, being outspoken, hearty and genial in conversation. He was a remarkably handsome man, and, as a gentleman of the old school, always dressed in fine broadcloth and wore a silk hat. His face was ruddy, his complexion clear, and his eye quick and penetrating. He frequently said he thought he would reach the century mark, and had he not met with an accident, he would probably have verified the prophecy. The Doctor met with a painful accident on August 24, 1903, at the corner of Woodward avenue and Congress street. He stepped off the curb to board a car and was struck in the back by a bicycle, which threw him to the ground. Before he could regain his feet a delivery wagon ran against him and the wheels passed over his hands. He was taken to his home, at 149 McDougall avenue, and though no bones were broken and his superficial injuries were rapidly healing, a reaction came after a few days and he passed quietly to eternal rest on August 31st, at one o'clock in the afternoon, in his eighty-eighth year.

As a youth Dr. Russel had the advantage of recourse to one of the finest private libraries in ciative student. For many years he held the the Union at that time—that of his uncle, John Whiteside—and he ever remained an appreciation of having the best knowledge of English literature of any citizen of Michigan, and he memorized large portions of the Bible, Shakespeare and other standard English and classical authors, especially the poets.

He was married in Detroit, July 7, 1845, to Miss Anna E. Davenport, daughter of Lewis Davenport, of whom a memoir appears in this work. Mrs. Russel was born in Detroit, and

was one of the good women of the city, and equally well known and beloved in the community with her husband. She died June 8, 1888. From her death until the end came Dr. Russel lived a widower in his home on McDougall avenue and upon his Canadian farm, the patriarch of a large and affectionate family of children, grandchildren and numerous other relatives. Six of the children survive. The four sons are all representative business men and leaders of affairs in Detroit—George H., president of the People's State Bank; Henry, head of the law firm of Russel, Campbell, Bulkley & Ledyard and general counsel of the Michigan Central Railroad Company; Walter S., president and general manager of the Russel Wheel & Foundry Company; John R., secretary and treasurer of the Great Lakes Engineering Works: of the two daughters, Sarah is the wife of Jere C. Hutchins, president of the Detroit United Railway, and Miss Anne D. Russel, the younger daughter, lives with her brother, John R. Russel.

It may be truthfully recorded of Dr. Russel that in professional, business, manufacturing and social life none have occupied a more important position. His own accomplishments and the impress which he left through his family and others whom he stimulated to useful endeavor will remain a conspicuous part of the history of the city. He is buried in Elmwood cemetery, which he and Henry Ledyard originally projected, and by the side of his good wife rests beneath a granite celtic cross, upon which is inscribed, "Their children rise up and call them blessed."

SAMUEL T. DOUGLASS.

Among the many noble figures that have lent dignity and honor to the bench and bar of the state of Michigan a place of special distinction must be accorded to the late Judge Samuel T. Douglass, who at the time of his death was the Nestor of the Detroit bar and who served with great ability in the early days as judge of Wayne circuit court, in which connection he was, *ex officio*, also a member of the Michigan supreme court as then constituted. His

life was one of large and distinct accomplishment, and his name is graven deeply upon the annals of the state in which he so long lived and labored.

The family of which Judge Douglass was a worthy scion was founded in New England in the early colonial era, and he was in the seventh generation of direct descent from the original American progenitor. He was born in Wallingford, Rutland county, Vermont, on the 28th of February, 1814. While he was a child his parents removed from the old Green Mountain state to the village of Fredonia, Chautauqua county, New York, where he was reared to manhood and received his academic education. There also he studied law under the preceptorship of Judge James Mullett, who was for many years a member of the supreme court of New York. In 1832 Mr. Douglass took up his residence in Saratoga, New York, where he continued his technical studies under the direction of Esek Cowen, one of the most distinguished members of the bar of the Empire state.

In 1837, the year which marked the admission of Michigan to the federal Union, Judge Douglass took up his residence in Detroit, where he was shortly afterward admitted to the bar of the new commonwealth. It was not only his to attain to distinguished honors in his profession, but he also outlived all of his early contemporaries of the Detroit bar, of which he was the oldest member at the time of his death, which occurred in the spring of 1897. His first year of active professional work was passed in Ann Arbor, and he then returned to Detroit, where he continued in active practice until 1888, when he retired from the work of his profession. His practice was consecutive during these long intervening years, save for the comparatively brief period during which he wore the judicial ermine. Upon initiating the work of his profession in Detroit, Judge Douglass associated himself with Asher B. Bates and Henry N. Walker, under the firm name of Bates, Walker & Douglass, and after the retirement of Mr. Bates the firm was Douglass & Walker until 1845, when Judge Douglass was appointed re-

porter of the supreme court of the state, of which office he continued incumbent until his resignation, in 1848. He published the first two volumes of the supreme court reports, covering the period from 1843 to 1847, inclusive. From 1848 until 1851 Judge Douglass had as his professional coadjutor the late Judge James V. Campbell, who had been a student in the office of the firm of Douglass & Walker. In 1851 the subject of this memoir was elected to the bench of the circuit court of the third judicial circuit, this having been the first non-partisan judicial election in the Wayne circuit, and he was elected by a large majority over the regular Democratic candidate, through the support of members of the Republican party, though he was himself a pronounced Democrat. The judicial office was admirably suited to his tastes and abilities and he won a high reputation on the bench, but its labors, which included service as a member of the supreme court, which was then composed of the judges of the various judicial circuits, proved so onerous as to make serious inroads on his health, though he continued in office until 1857, when a change in the political affairs of the state led to his retirement. In this year the definite supreme court was established and he was the nominee of his party for membership in the same, but met defeat, as expected, from the fact that the Democratic party was in hopeless minority in Michigan. His successful competitor was his former partner, Judge Campbell, who then initiated his long and honorable career on the bench.

In the spring of 1857 Judge Douglass resigned his position as circuit judge and resumed the active practice of his profession. He labored with all of ardor and fidelity in his chosen vocation, ever showing a deep appreciation of its dignity and responsibility, and for many years he was concerned in much of the important litigation in the state and federal courts in Michigan. From a history of the Bench and Bar of Michigan, issued prior to the death of Judge Douglass, are taken the following pertinent statements concerning him: "The chief elements of character contributing to his success at the bar and upon the bench

are his sound common sense, his knowledge of human nature and clear intuition of the credibility and force of evidence, his intellectual integrity and rectitude, his force of will and steady, untiring persistence, and the conscientious thoroughness of his investigation. He is not in the popular sense an orator. He has neither the temperament nor the intellectual qualities essential to the great advocate; nevertheless, his earnestness, candor and sincerity, his power of analysis applied to the testimony, and his careful preparation, always secured to him a good measure of success before a jury. The court, however, is his element; his statement of the facts is condensed and lucid; his reasoning upon the questions of law or fact is terse, logical and forcible,—expressed in language of simplicity, directness and force, and entirely free from ambiguity. He has never accustomed himself to rely upon a ready wit or fluent speech, but makes up for the want of these by a deep and thorough investigation of the law touching any case and the merits of any controversy. He depends more upon industrious, painstaking research and methodical arrangement of his facts and testimony than upon mere learning or anything akin to inspiration. Outside of his profession his reading and studies are varied and extensive, but far more in the field of science than the realm of general literature. He accepts with deep conviction the generalization of Darwin and other evolutionists, and their far reaching consequences, and has paid much attention to rational ethics and political economy. His religious views appear to lean toward scientific agnosticism." Another writer has spoken of the subject of this sketch in essentially the following words: "In every association Judge Douglass maintains a distinct and unmistakable independence of character. Most amiable and loyal in all relations, there is a piquant dash in his character that makes him an especially charming companion. Quite consistent with entire dignity of thought and speech is his ready appreciation of the humorous. Without any lack of symmetry, he entirely lacks neutrality. He is not a person of conventional views or opinions. Outspoken

and frank to a high degree, holding his right to independence of opinion as sacred, he has no hesitation in declaring his views whenever they are demanded, and they are always so declared as not to leave the least chance for misapprehension." Judge Douglass was essentially a strong and distinct character, and to those whose privilege it was to know him and appreciate his sturdy integrity, his kindliness and sympathy, his tolerance of judgment and his inflexible honesty of purpose, there could come naught but admiration and respect for the man.

In politics Judge Douglass always gave his allegiance to the Democratic party, of whose fundamental principles he was a stalwart advocate. He was, however, quick to manifest his disapproval of party heresies, and it was thus that he was outspoken in his protest against the free-silver policy advanced by the semi-Democratic national convention of 1896. In the election of that year, in harmony with his views, he gave his support to General John M. Palmer, the presidential candidate of the "National Democrats." Judge Douglass had much civic pride and was progressive and public-spirited in his attitude at all times. He served as a member of the Detroit board of education in 1843-4 and in 1858-9, and in later years was a member of the board of education on Grosse Ile, where he developed about two hundred and fifty acres. He purchased this property in 1860, and there the major portion of his time was passed during the long years that intervened before his death. The homestead is known as one of the most beautiful of the country seats on this idyllic spot in the Detroit river. Judge Douglass did much to further the success of the Detroit public library, and his interest in the same ever continued to be of the most insistent order. He served as city attorney for a few months in 1842, and was a member of the old-time political organization, the Young Men's Club, of which he was at one time president, but he never sought public office nor was incumbent of the same save in the line of his profession, as a judge of the circuit and supreme courts, and as city attorney. He was the friend and supporter of every ra-

tional scheme of improvement in the community in which he so long maintained his home and in which he was honored as a man of large talent and sterling integrity of character.

In 1856 Judge Douglass was united in marriage to Miss Elizabeth Campbell, sister of his law partner, Judge James V. Campbell, and they became the parents of three children,—Mary C., who is the wife of Dr. Frederick P. Anderson, of Grosse Ile; Benjamin, who is a civil engineer by profession; and Elizabeth C., who is the wife of Louis P. Hall, of Ann Arbor.

EDWIN DENBY.

Hon. Edwin Denby, of Detroit, the present representative of the first district of Michigan in the United States congress, is a lawyer of high attainments, a man of progressive ideas and mature judgment, and is ably upholding the high prestige of the Wolverine commonwealth, which has sent many able and distinguished citizens to the national legislature. He is a recognized leader in the councils of the Republican party in Michigan, and is insistent-ly loyal to the state in which he has elected to make his home and whose interests he has made his own in a significant way: this is shown by the high official preferment which has been given him through popular franchise.

Mr. Denby is a native of the state of Indiana, having been born in the city of Evansville, on the 18th of February, 1870, and being a son of Charles and Martha (Fitch) Denby, the former of whom was born in Botetourt county, Virginia, a scion of fine family in the Old Dominion, and the latter of whom was born in the state of Indiana. Hon. Charles Denby was reared to maturity in his native state, where he was afforded the advantages of the Virginia Military Institute, at Lexington, and later he completed a course in Georgetown University, District of Columbia. He prepared himself most admirably for the legal profession, in which he attained to much of success and distinction. He took up his residence in Indiana in the year 1854, and there for some

time was engaged in teaching in the public schools, a vocation which he had previously followed in the state of Alabama. In 1854 he was elected to the lower house of the Indiana legislature, and thereafter he studied law and was admitted to the bar of the state. It was his to render yeoman service as a valiant defender of the Union in the Civil war. He enlisted in 1861 and was made lieutenant-colonel of the Forty-second Indiana Volunteer Infantry, with which he served until 1863. In the battle of Perryville he was twice wounded and his horse was shot from under him. He was assigned to detail duty during the major portion of his prolonged term of service, which continued until the close of the war. He left his original regiment to assume the colonelcy of the Eighth Indiana Volunteer Infantry, with which command he continued until victory had crowned the Union arms. Thereafter he was engaged in the active practice of his profession in Evansville, Indiana, until 1885, when he was appointed United States minister to China, where he continued incumbent of this important office for a period of thirteen years, gaining a high reputation for his diplomatic ability and able handling of the multifarious duties of the office. He died at Jamestown, New York, in 1904, while making a trip through the east, and his widow continued to reside in Evansville, Indiana, until her death, which occurred in 1906. They are survived by five sons and one daughter. Colonel Denby was a stalwart advocate of the principles of the Republican party, and to its cause he gave most efficient and timely service during the long period of his identification with the organization. The Denby family is of staunch English origin and was founded in America in the colonial epoch. One or more of the representatives of the family were in active service as loyal soldiers in the war of the Revolution.

Edwin Denby, the immediate subject of this review, gained his early educational discipline in the public schools of his native city, and he was fifteen years of age at the time of his father's appointment to the post of minister

to China. In this ancient oriental empire he continued his educational work, and finally he secured employment in the customs service in China under Sir Robert Hart, being thus engaged for a period of ten years. Upon the indomitable courage and unyielding perseverance the law department of the University of Michigan, in which he was graduated as a member of the class of 1896, with the degree of Bachelor of Laws. He was forthwith admitted to the bar of the state, in Detroit, and in this city initiated the active practice of the profession for which he had thoroughly prepared himself. He was for a time associated with the law firm of Keena & Lightner, later was engaged in individual practice, and finally became a member of the firm of May, Denby & Webster. At the time of the Spanish-American war, in 1898, Mr. Denby subordinated his private and professional interests to the call of his country for volunteers, and he served for four months as gunner's mate, third class, upon the United States steamship "Yosemite." He received an honorable discharge on August 23, 1898, and then resumed the work of his profession in Detroit. In 1903 he was elected a member of the lower house of the Michigan legislature, in which he served one term, making an admirable record and thus placing himself in line for the higher honors which were destined to be his. In 1904 he was elected to represent the first congressional district of Michigan in congress, receiving 28,874 votes and leading his Democratic opponent by nearly nine thousand votes. His work in congress has been of most effective order and he has gained the distinct appreciation and approval of his constituency and of the people of the state in general. In May, 1908, Mr. Denby was chosen one of the two American representatives on the commission appointed to effect a settlement of questions in regard to prices and titles of lands held by private parties in the Panama isthmian canal zone, and in the discharge of the duties of this office he passed a portion of the summer of 1908 on the isthmus. Mr. Denby is a member of the directorate of the National Bank of Commerce, of

Detroit. He is identified with various professional, civic, fraternal and social organizations and enjoys distinctive popularity in the city which represents his home. He is an aggressive factor in the work of the Republican party and an able and effective exemplar of its principles and policies. He was elected as his own successor in congress in the election of November, 1908. Mr. Denby is a bachelor.

JAMES A. VAN DYKE.

Pure, constant and noble was the spiritual flame which burned in and illumined the mortal tenement of James Adams Van Dyke, who became one of the distinguished members of the Detroit bar even before the admission of Michigan to statehood, who attained to high honors as a loyal and public-spirited citizen, and whose deep appreciation of his stewardship was on a parity with the distinctive success which it was his to gain. Our later generation may well pause to contemplate his exalted and useful life and pay anew a tribute to his memory, for he wrote his name large on the earlier history of Detroit. True biography has a more noble purpose than mere fulsome eulogy. The historic spirit, faithful to the record; the discerning judgment, unmoved by prejudice and uncolored by enthusiasm, are as essential in giving the life of the individual person as in writing the history of a people. The world to-day is what the leading men of the last generation have made it. From the past has come the legacy of the present. Art, science, statesmanship and government are accumulations. They constitute an inheritance upon which the present generation have entered, and the advantages secured from so vast a bequeathment depend entirely upon the fidelity with which is conducted the study of the lives of those who have transmitted the legacy. To such a careful study are the life, character and services of James A. Van Dyke eminently entitled, and in a publication such as the one at hand it is gratifying to be able to present even a memoir of the abridged type which the province of the work necessarily prescribes.

James Adams Van Dyke was born in Mercersburg, Franklin county, Pennsylvania, in

December, 1813, and his death occurred at his home in Detroit on the 7th of May, 1855. He was a son of William and Nancy (Duncan) Van Dyke, the former of whom was of Holland Dutch lineage. His parents continued to reside in Pennsylvania until their death, and it should be noted that the respective families were founded in America in the colonial epoch. William Van Dyke was born in the old Keystone state, as was also his wife, and of their six children, five sons and one daughter, the subject of this memoir was the eldest.

The education of James A. Van Dyke had its inception under the direction of able private tutors, and there is ample evidence to show that he was specially favored in the surroundings and influences of the parental home, which was one of unmistakable culture and refinement. At the age of fifteen years he was matriculated in Madison College, at Uniontown, Pennsylvania, and from this institution he was graduated as a member of the class of 1832. Within the same year he began the study of law, under the preceptorship of George Chambers, at Chambersburg, Pennsylvania. There he continued his professional reading with marked avidity and earnestness for one year, at the expiration of which he removed to Hagerstown, Maryland, where he found an able preceptor in the person of William Price, a prominent member of the bar of that commonwealth. Later he pursued his technical studies for several months in the city of Baltimore, where he also availed himself of the privilege of attending upon the courts.

In the month of December, 1834, Mr. Van Dyke left his home, with the purpose of locating in the city of Pittsburg, which was then a small city and one that did not prove attractive to him. Under these conditions he determined to come to the west, and he arrived in Detroit, bearing letters of introduction to the Hon. Alexander D. Frazer, then one of the representative members of the local bar. He entered the office of Mr. Frazer and within six months thereafter was admitted to the bar of the territory of Michigan. In a memorial published at the time of his death appear the



J. A. Van Dyke

following pertinent words: "From the very outset of his career Mr. Van Dyke devoted himself with the utmost assiduity to his profession. It was the calling of his choice, and his peculiar and rich gifts rendered him entirely fit to pursue its higher, more honorable and more distinguished walks."

In 1835 Mr. Van Dyke formed a law partnership with Hon. Charles W. Whipple, and this alliance continued until the election of the latter to the bench of the supreme court of the new state, in 1838. Mr. Van Dyke then associated himself in practice with E. B. Harrington, who continued as his professional confrere until the relationship was severed by the death of Mr. Harrington, in 1844. Thereafter Mr. Van Dyke was associated in general practice with H. H. Emmons until 1852, when both virtually retired from the active general practice of their profession. In the year mentioned, Mr. Van Dyke became the attorney for the Michigan Central Railroad, in which connection he rendered effective service, both in behalf of the company and the people of the state. In 1835, and again in 1839, he was appointed city attorney of Detroit, and in 1840 he was appointed prosecuting attorney of Wayne county. Concerning his administration of this latter office the following contemporaneous estimate was given: "He established a new era in the efficiency, energy and success with which he conducted the criminal prosecutions, and cleared the city and county of numerous and flagrant criminals. During the continuance of Mr. Van Dyke in this office he kept up the same vigilance and exercised the same indefatigable determination in the prosecution of crime." In 1843 he was chosen to represent the third ward on the board of aldermen, and in the following year was chosen as his own successor. His effective services as chairman of the committee of ways and means during this period, when the city's finances were in deplorable condition, proved specially potent in upholding the financial reputation of Detroit. In 1847 he was elected mayor of the city, and in his careful and conservative administration he was able to carry to a logical conclusion the policy which he

had brought forward in the committee previously mentioned. He was not a figurehead in the office of mayor, but put forth his best efforts and powers in behalf of the city of his home and the one in which all of his interests centered. In 1853 he was chosen a member of the first board of commissioners of the Detroit water works, and of this position he continued incumbent until his death. From the history of Detroit and Michigan published by Silas Farmer, of Detroit, in 1889, are secured the following extracts touching the peculiarly prominent association of Mr. Van Dyke with the Detroit fire department:

"He was best known, however, from his connection with the early history of the Detroit fire department. His name was enrolled on the list of members composing Protection Fire Company No. 1, the first duly organized company in Detroit, and until his death no man in the city took a more active interest in building up and extending the usefulness of the fire department. He served as president of the department from 1847 to 1851, and to his financial tact, energy and determination, no less than to an honest pride in the fire department, all citizens are greatly indebted. In 1840 he framed and procured the passage of the law incorporating the fire department, and it was largely his efforts that secured the erection of the first firemen's hall. His death, which occurred May 7, 1855, was an especially severe loss to the fire department, the feeling being fittingly expressed in the following resolutions adopted by its officers:

"Resolved, That in the death of Mr. Van Dyke the fire department of Detroit has lost one of its benefactors; that his name is so closely interwoven with its fortune, from its origin as a benevolent and chartered organization, through the vicissitudes of its early and precarious existence until its successful and triumphant development as one of the prominent institutions of the city, that it may with truth be said that its history is almost comprised within the limits of his active participation in its affairs.

"Resolved, That as a fireman, beginning and serving his full term in one of the companies of this city, his aim seemed to be rather

to discharge well the duties of a private than to accept the proffered honors of this company, save as trustee in the board. But of those duties he had a high appreciation, deeming it a worthy ambition, as inculcated by him in an address to the department, 'to dedicate one's self to the work with heart brave and steadfast, tenacious of obedience to law and order, with an elevated and stern determination to tread only the paths of rectitude.'

"In order to further honor his memory the fire department issued a memorial volume, containing the proceedings of the department, of the Detroit bar and of the common council, relative to his death, as well as several tributes to his memory from those who knew him best."

In the domain of his chosen profession Mr. Van Dyke gained pre-eminence. Profound and exact in his erudition, strong in dialectic powers, forceful in the clarity and precision of his diction, and with a most pleasing personal presence, he naturally commanded a place of leadership as a trial lawyer, while as a counsel he was equally secure and fortified. He appeared in many important litigations and made a reputation that was not hedged in by the confines of his home city or state. This article would stultify its consistency were there failure to revert to the masterly argument made by Mr. Van Dyke in one of the most important cases ever presented in the courts of the state of Michigan. He was one of the counsel for the people in the great railroad conspiracy case, relative to the Michigan Central Railroad, which was tried in the circuit court of Wayne count at the May term of the year 1851. It may be said without fear of legitimate contradiction that his was the leading argument advanced in the *cause célèbre*, and the record concerning the same has become an integral part of the legal history of the state. The argument of Mr. Van Dyke occupies one hundred and thirty-two closely printed pages, and is notable alike for its cogency, its broadness and fairness and for its beauty of diction and absolute eloquence. Of course it is impossible within the compass of a sketch of this description to offer more than the briefest of extracts from the article in question, but the

following excerpts, both eloquent and prophetic, may well be given place here:

What has been the history of the road (Michigan Central) while in the hands of the state? For years it dragged its slow length along,—an encumbrance and a burthen. The state needed engines, cars, depots,—every material to prosecute or sustain with energy or profit, this important work; but its credit was gone and it was immersed in debt. Our population was thinly scattered across the entire breadth of the peninsula. Engines dragged slowly and heavily through the dense forests. Our city numbered but twelve thousand people; our state was destitute of wealth; our farmers destitute of markets; our laborers destitute of employment; and so far as the interests of the state and her people were identified with the railroad, it presented a joyless present, a dark and frowning future. In a fortunate hour the state sold the road, and the millions of this denounced company were flung broadcast through our community; they took up the old track, relaid a better one, extended the road to the extreme line of the state, laid down, at enormous cost, over four hundred miles of fences to guard the property of all, save those who wanted a beef market at each crossing; multiplied the accommodation seven-fold, quadrupled the speed, increased traffic and commerce, so that, while in 1845 the state passed twenty-six thousand tons over the road, in 1850 the company passed one hundred and thirty-four thousand tons; created markets for our products, snatched the tide of passing emigration from the hands of a steamboat monopoly, hostile to Michigan, and threw it into the heart of our state, until now, where heaven's light was once shut out by dense forests it shines over fertile fields and rich, luxuriant harvests, and the rivers of our state, which once ran with wasteful speed to the bosom of the lakes, turn the machinery which renders our rich products available. With them, capital made its home among us; our credit was restored; hope and energy sprang from their lethargic sleep; labor clapped her glad hands and shouted for joy; and Michigan, bent for the moment, like a sapling by the fierceness of a passing tempest, relieved from the debts and burthens, rose erect and in her youthful strength stood proudly up among her sister states.

Who shall stop this inglorious work which

is spreading blessings and prosperity around us? Who shall dare to say, "Thus far shalt thou go and no farther?" Who shall dictate to it after doing so much? Must it now pause and rest in inglorious ease? No, gentlemen, it shall not be stayed; it shall speed onward in triumph; it shall add link after link to the great chain that binds mankind together; it shall speed onward, still onward, through the gorges of the mountains, over the depths of the valley, till the iron horse, whose bowels are fire, "out of whose nostrils goeth forth smoke," and "whose breath kindleth coals," shall be heard thundering through the echoing solitudes of the Rocky mountains, startling the lone Indian from his wild retreat, and ere long reaching the golden shores of the far off Pacific, there to be welcomed by the glad shouts of American freemen at the glorious event which has conquered time and distance and bound the freemen themselves by nearer cords to older homes and sister states.

A detestable monopoly! These railroads, built by united energies and capital, are the great instruments in the hand of God to hasten onward the glorious mission of religion and civilization. Already is our Central Road stretching forth its hands and giving assurance that soon shall its iron track reach across the neighboring provinces from Detroit to Niagara, and that ere long the scream of the locomotive shall be heard over the sound of the cataract, which shall thunder forth in deafening peals that glorious event. Our brethren on the shores of the Atlantic, with whom we are bound by every interest, association and affection, will hail the shortened tie with ardent welcome.

Passing on with his argument, Mr. Van Dyke spoke as follows concerning law and its powers and applications:

Gentlemen, all you possess on earth is the reward of labor protected by law. It is law alone which keeps all things in order, guards the sleep of infancy, the energy of manhood, and the weakness of age. It hovers over us by day; it keeps watch and ward over the slumbers of the night; it goes with us over the land, and guides and guards us through the trackless paths of the mighty waters. The high and the low, each is within its view and beneath its ample folds. It protects beauty and virtue, punishes crime and wickedness, and vindicates right. Honor and life, and liberty

and property, the wide world over, are its high objects. Stern, yet kind; pure, yet pitying; steadfast, immutable and just,—it is the attribute of God on earth. It proceeds from his bosom and encircles the world with its care and power and blessings. All honor and praise to those who administer it in purity and who reverence its high behests.

The foregoing quotations are made simply to show the impassioned eloquence of the speaker and his love for the cause of right and justice. No idea is conveyed as to the profundity of the argument he advanced on the occasion, but in even these few words the man, the orator, the patriot, seems to stand before us in his virile strength.

The generous and noble qualities of Mr. Van Dyke's mind and heart glorified a singularly winning personality, and he won and retained friends in all classes. He touched and appreciated the depths of human thought and motive and his charity to his fellow men was spread on that liberal plane which shows forth the grace of toleration and true human sympathy. He had fine perceptions of principle, and if one of his nobler characteristics stood out in distinct prominence above all others it was his loyalty to principle. It would be difficult to say anything better than that of any man. He was one of the kindest and most polished and courteous of gentlemen, and the story of his life bears both lesson and incentive. He was prominent in the political affairs of the new state, and was a conservative Whig in his attitude. His religious faith was that of the Catholic church, of which he was a devout communicant, and it may well be said that his was the faith that makes faithful in all things. He was generous in his aiding of religious, charitable and benevolent objects, and his home life was one whose ideality renders it impossible for the veil to be lifted to public inspection, even in a cursory way and long after he has passed to his reward. Of him it has well been said: "He left a name dear to his friends and a rich inheritance to his children, consecrated by the remembrance of the genial qualities and virtues with which he was so richly endowed." Further, it can not prove other than consistent to incorporate in this brief

sketch a reproduction of the resolutions adopted by the members of the Detroit bar at the time of his death,—a bar which bore at the time names which remain those of greatest distinction in the history of Michigan:

Resolved, That we, who have been witnesses and sharers of his professional labors, can best give full testimony to the genius, skill, learning and industry which he brought to that profession, to which he devoted alike the chivalrous fire of his youth and the riper powers of his manhood, in which he cherished a manly pride, and whose best honors and success he so rapidly and so honorably achieved.

Resolved, That while we bear this just tribute to the fine intellect of our deceased brother, we turn with greater pleasure to those generous qualities of his heart, which endeared him to us all as a companion and friend; which have left tender memorials with so many of his younger brothers, of grateful sympathy and assistance rendered when most needed; and which made his life a bright example of just and honorable conduct in all its relations.

Resolved, That though devoted to the profession of his choice, yet he was never indifferent to the wider duties which were devolved upon him by society at large, and he filled the many public stations to which he was called by the confidence and esteem of his fellow citizens, with an earnestness, purity and ability alike honorable to himself and serviceable to the public.

In the year 1835 was solemnized the marriage of Mr. Van Dyke to Miss Elizabeth Desnoyers, daughter of Hon. Peter J. Desnoyers, another of the honored pioneers of the state of Michigan. Of this union were born eleven children, of whom seven attained to maturity. Philip J. D. Van Dyke, the third son, died in 1883, having become a successful lawyer and having served two terms as prosecuting attorney of Wayne county; Rev. Henry Van Dyke is pastor of St. Mary's church, Bad Axe, Michigan; William Van Dyke is a prominent lawyer of Detroit, associated with E. Y. Swift, Esq.; George W. Van Dyke is now deceased; Marie is the widow of William Casgrain, of Chicago; Rev. Ernest Van Dyke has been for forty years a priest of the Catholic church and for thirty-five years has been pastor of the parish of St. Aloysius, one of the most important in

Detroit; Josephine is the wife of Mr. Henry F. Brownson, of Detroit; and Madame Van Dyke, the youngest of the daughters now living, is superior of the Sacred Heart convent, Chicago.

The portrait of Mr. Van Dyke adorns the walls of the court room of the presiding judge, in the Wayne county building, and another is in the office of the mayor of Detroit with the collection of Detroit's mayors.

D. BETHUNE DUFFIELD.

A valiant, noble soul was that which had indwelling in the mortal tenement of the honored subject of this memoir, than whom none has ever held a more secure and inviolable place in the esteem of the people of the city of Detroit, where he so long lived and labored and where he attained to eminence as one of the distinguished members of the bar of the Wolverine state. "His life was gentle," and also was it faithful under all the changes and chances of this mortal existence,—faithful to itself and to all the objective duties and responsibilities which canopy every human being, no matter what his status. "Self-reverence, self-knowledge, self-control,—these three lead on to sovereign power," and all these were distinguishing attributes in the character of D. Bethune Duffield. He knew mankind, including himself, and there can be no impropriety in utilizing in connection with him the term self-reverence, for this meant in his case but the bringing out of the best that was in him, and his life was guided and governed by a conscience of peculiar sensitiveness,—a conscience that dominated his every thought and action. Those to whom was given the privilege of his acquaintanceship bear appreciative and reverent testimony to the truth of this statement. Then, as a man, as a citizen and as a leader in his profession, does he merit a tribute in every publication which touches the life histories of those who have honored and been honored by the city of Detroit. His ancestral history is outlined in an article concerning the Duffield family, on other pages of this work, and the subject-matter need not be here repeated. In-

cidentally, however, it may be said that he was a representative of one of the pioneer families of Michigan, with whose annals the name has been identified since the territorial epoch.

Divie Bethune Duffield was born at Carlisle, Cumberland county, Pennsylvania, on the 29th of August, 1821, being a son of Rev. George Duffield, D. D., and Isabella Graham (Bethune) Duffield, concerning whom individual mention is made in the family sketch heretofore referred to. That the subject of this sketch had a natural predilection for study is evident when we revert to the fact that when but twelve years of age, after a course in the preparatory department of Dickinson College, in his native town, he was eligible for admission to the collegiate department, save for the fact that the rules of the institution prescribed that a person must be fourteen years old before taking up the college work. It was undoubtedly fortunate that the boy was thus compelled to curb in a measure his mental precocity, which might have overtaxed his physical strength. In 1835 his parents removed to Philadelphia, where he continued his studies in Livingston College, in which he was graduated, and he was then matriculated in Yale College, as a member of the class of 1840. Unforeseen exigencies compelled him to leave this historic institution before completing his course, but from Yale he eventually received the degree of Bachelor of Arts,—a recognition to which he was considered eminently entitled. From the first Mr. Duffield manifested a most appreciative taste for and facility in the study of both the classical and modern languages and the reading of the best literature, and this taste, developed and fortified, continued to be his throughout life, so that he found unceasing solace and gratification through its indulgence. He was able to read the literature of foreign countries in their vernacular and delved deeply into the best of such production. He also became somewhat prolific as a writer of verse and prose, and all of the productions emanating from his pen bore the mark of recondite knowledge, deep thought, abiding sympathy and insistent optimism, while his diction always showed the clarity and

precision which denote familiarity with the classics. He was familiar with Greek and Latin and also the Hebrew language, as well as French and German, and was, on the whole, a man of most scholarly attainments. In 1837, the year which marked the admission of Michigan to the Union, Mr. Duffield's parents came to Detroit, where his father became pastor of the First Presbyterian church. Here he joined them in 1839 and soon afterward he began reading law under the preceptorship of the firm of Bates & Talbot, whose members were among the leaders of the bar of Wayne county at that time. In 1841 he entered the law department of Yale College and also prosecuted the studies of the academic department, being graduated in both courses as a member of the respective classes and duly received the degrees of Bachelor of Arts and Bachelor of Laws, before he had attained to his legal majority. He passed the major portion of the year following his graduation as a student in the Union Theological Seminary, New York city, withdrawing on account of impaired health, resultant upon over-application to study. He then returned to Detroit, where, in the autumn of 1843, he was admitted to the bar.

In the spring of 1844 Mr. Duffield entered into a professional partnership with the late Hon. George V. N. Lothrop, who was later United States minister to Russia, and the firm gained precedence as one of the foremost in the state, the alliance continuing until 1856, when a dissolution took place. Mr. Duffield thereafter continued his practice in an individual way until after the close of the civil war, when his youngest brother, Henry M., became his professional confrere, this association continuing about a decade. In 1885 Mr. Duffield admitted to partnership in his large and important legal business his younger son, Bethune, of whom individual mention is made in this volume, and they continued to be thus associated, under the title of Duffield & Duffield, until the relations were severed by the death of him whose name initiates this memoir. That Mr. Duffield attained eminence in his profession was due not less to his thorough knowledge of the law and his forceful presentation of

causes, with great dialectic strength, than to the time and labor he expended in the preparation of his cases. He discussed legal questions with marked clearness of illustration and fullness and variety of learning, while he ever commanded the respectful hearing of court or jury and the admiration of his professional associates.

At no time in his career did Mr. Duffield show aught of inclination for public office, and he remained signally free from affliction in this line, though in 1847 he was elected city attorney and for many years was a commissioner of the United States court. These were the only official positions of which he was ever incumbent in a purely public sense, and both were practically allied to his regular professional work. As a citizen his zeal and public spirit found no prescribed bounds, his loyalty being of the most unequivocal type. In 1847 he was elected a member of the board of education, and in this capacity none has ever rendered more effective and timely service, his incumbency of the office being almost continuous until 1860, while he was president of the board for several years. Through his efforts the entire work of the public schools was thoroughly systematized and he was specially zealous in establishing the high school, of which he has been often designated the father. He also did much to promote the interests of the city public library, then as now under control of the school authorities. A most consistent recognition of his labors in behalf of education in Detroit was that shown in naming the school on Clinton street in his honor, this tribute having been paid in 1855.

In his daily life Mr. Duffield ever exemplified the abiding and deep Christian faith which was his, and he was particularly active in the various departments of church work and in behalf of the cause of temperance, having been the first president of the Detroit Red Ribbon Society, organized at the time of one of the most memorable temperance crusades in the history of the nation. For many years prior to his death he had been an officer in the First Presbyterian church, of which his revered father was pastor for so many years, and he

was, indeed, one of the pillars in this church, faithful and zealous. He was one of the founders of Harper Hospital and was for several years secretary of its board of trustees. In the earlier years the Young Men's Society of Detroit was a prominent social and literary organization, and he was active in its affairs, having been its president in 1850.

In politics Mr. Duffield was originally arrayed as a supporter of the principles of the Whig party, but upon the organization of the Republican party he allied himself therewith and ever afterward continued an effective advocate of its cause, which he furthered through effective work as a public speaker in various state and national campaigns, though he invariably refused to permit the consideration of his name in connection with political office. In the climateric period leading up to the civil war he was an avowed and uncompromising abolitionist, and while the war was in progress he did all in his power, as a writer and public speaker, to uphold the hands of the government and to encourage enlistments, as well as to provide for the soldiers and their families. From his youth Mr. Duffield contributed with somewhat of liberality to the press, both newspapers and periodicals, and he gained a definite and admirable reputation in literary circles. Much of his work has been lost to sight, as he was averse to the publication of literary productions, both prose and verse, save as they might contribute to the advancement of some worthy contemporaneous cause or defeat some ignoble proposition.

In conclusion of this sketch of an honored citizen, it is but congruous that there be perpetuated a few lines from an appreciative estimate of the man which appeared in a history of the bench and bar of the state issued by the Century Publishing and Engraving Company: "D. Bethune Duffield was a lawyer whose conscience never juggled with the right for the sake of the retainer, and was a man whose heart was always young. He excelled in his profession, though he never sank the man in the attorney. He had mastered the wisdom of the schools, and also knew men. His success at the bar was immediate and pronounced, and

a long and useful life overflowed with generous and humane deeds. And now that he has emigrated to a better land his name is a sweet memory in many hearts." Mr. Duffield was summoned to the life eternal on the 12th of March, 1891, and the city of Detroit mourned its dead.

On the 25th of June, 1854, was solemnized the marriage of Mr. Duffield to Miss Mary Strong Buell, who was born in Rochester, New York, a daughter of Eben N. Buell, who was until his death a prominent and influential business man of the city of Rochester. Mrs. Duffield survived her husband until February 27, 1898, when she too passed away, secure in the love of all those who had come within the sphere of her gentle and gracious influence. They are survived by two sons,—George, who is one of the representative physicians and surgeons of Detroit, and Bethune, who is individually mentioned in this publication.

ELISHA H. FLINN.

Elisha Herbert Flinn was born in Riga, Monroe county, New York, on the 16th of December, 1843. His early childhood days were passed on his father's farm at that place. In 1854 the family removed to LeRoy, Genesee county, in the same state, where he attended school and where he was graduated in the local academy or high school. Deciding to enter the legal profession, he studied law in the office of Judge Bangs, a prominent attorney in western New York. Here he remained until 1865, when he concluded he would come to the west. Having a friend and former classmate in Detroit, he settled in this city, where he took a position in the law office of Robinson & Brooks. He continued the study of law and was admitted to the bar in 1866. He soon built up a practice and later, in 1876, he formed a partnership with Charles C. Hickey, under the firm name of Hickey & Flinn. The firm was very successful, but within two years the partnership association was severed by the death of Mr. Hickey. Mr. Flinn continued in individual practice thereafter for a few years, but, having become interested in timber land,

he gradually withdrew from the active work of his profession.

In the meantime, in 1871, Mr. Flinn had formed a partnership with his former employer, George O. Robinson, for the buying and selling of pine timber land, both on commission and independently as a firm. The business prospered and the firm continues in existence to the present day. Messrs. Robinson and Flinn have traded in pine lands in Michigan, Wisconsin, Minnesota, Alabama, Mississippi, and Louisiana. Their joint holdings have now dwindled to practically nothing, although the individual members of the firm continue to be interested in redwood lumbering operations in California. The firm held large tracts of pine on the Mesaba range in Minnesota, jointly with Simon J. Murphy, and on these lands were discovered the Adams, Fayal, Genoa, Spruce, Cloquet, LaBelle, Hobart, and other and smaller iron mines, so that Mr. Flinn's principal interests gradually changed from timber to iron, in which latter line they remain represented to the present time. He is also interested in the Lake Superior Iron & Chemical Company, of which he is president. He is also president of the Farrand Company, is vice-president of the Old Detroit National Bank, and a director of each the Wayne County Savings Bank, the Detroit Trust Company, the Pacific Lumber Company, and the F. A. Thompson Company, of Detroit. He is president of the board of trustees of Grace hospital, and is also a trustee of the First Presbyterian church. In politics he is a Republican, but he has never taken any active part in political work.

On the 20th of September, 1871, Mr. Flinn married Miss Samantha Whitwood, daughter of Deodatus C. Whitwood, vice-president of the Wayne County Savings Bank. The maiden name of Mrs. Flinn's mother was Caroline Farrand. This union, marked by mutual devotion, was ended by the death of Mrs. Flinn, on the 12th of February, 1906. Two children are living: James Harmon Flinn, and Mary Whitwood Flinn. The former married Miss Ethel Garretson, of New York city, and they reside in Detroit.

Elisha H. Flinn, the immediate subject of

this sketch, is a son of Captain James Richardson Flinn and Mary (Harmon) Flinn, whose marriage was solemnized on the 15th of April, 1838. Captain Flinn was the grandson of John Flinn, who came from Dublin, County Mayo, Ireland, and took up his residence in the state of New York, in 1750. There the latter married into the Vrooman family, who were New Amsterdam Dutch. Peter Flinn, a son of this marriage, was the owner of a large tract of land in western New York, and the old homestead is still in the possession of the family. Peter Flinn married Castilla Richardson, and their son, James R., was the father of him whose name initiates this article.

On the maternal side, Mr. Flinn is descended from the Harmon family of English origin. The founder was John Harmon, who was born in England, in 1617. His grandson, Nathaniel Harmon, born in 1686, came to America and settled in Connecticut, whence the family later removed to Massachusetts. Representatives afterward settled in Bennington, Vermont, and from there descendants moved to Monroe county, New York. Rawson Harmon, the maternal grandfather of the subject of this sketch, was a large landholder in western New York, and was a man of prominence and influence in that section during the first half of the last century.

THEODORE H. EATON.

In even a cursory review of the careers of the honored pioneer business men of the city of Detroit, there is eminent consistency and, in fact, imperative demand that recognition be had of Mr. Eaton, who wrote his name large and nobly upon the annals of his time. He was a dominating figure in local business life and through his well directed energies accumulated a modest fortune. Progressive in both private and public affairs, he proved a most valuable citizen, and he so ordered his course as to retain at all times the inviolable confidence and esteem of his fellow men.

Theodore H. Eaton was born in the historic old town of New Brunswick, New Jersey, in October, 1815, and was a son of Horatio

Woodruff Eaton and Maria S. (Montgomery) Eaton. He was a scion in the fourth generation in direct descent from Thomas Eatton, of Eatonton, New Jersey, which place was named in his honor and of which he was virtually the founder. Thomas Eatton immigrated from England to America about 1660, or perhaps earlier, and for a brief interval he resided in Rhode Island, whence he later removed to New Jersey, where he established his permanent home and where he became a citizen of prominence and influence. When the subject of this memoir was a child his parents removed from New Jersey to Lowville, New York, and there he was reared to maturity, receiving a good academic education. As a youth he was apprenticed to learn the drug business, in the establishment of John and William Williams, of Utica, New York, and upon the completion of the Erie canal this firm established a western branch in Buffalo, to which city young Eaton was transferred after the great fire which visited that place in the early '30s. In 1834 he was admitted to a partnership in the firm, upon the retirement from the same of Robert Hollister. The panic of 1837 seriously crippled many western merchants, and through an incalculable financial embarrassment of this nature the drug business of Riley & Ackerly, of Detroit, in 1838. He remained a partner with the Williams Brothers in Buffalo, however, until 1842, when he retired from the firm, and in May of that year he took up his residence in Detroit, having been married to Miss Anne Gibbs, of Skaneateles, New York, in 1839.

Mr. Eaton had thoroughly familiarized himself with the "frontier" country, of which Michigan was then considered a part, as he had made several winter tours on horseback through the west, making collections for the Buffalo house in which he was an interested principal. Under his able direction the modest business established by the firm of Riley & Ackerly was rapidly developed into an enterprise of no inconsiderable scope and importance. After his purchase of the business and prior to his removal to Detroit it had been under the effective supervision of David A.



Thos. H. Eaton

McNair, his agent, who likewise had done excellent work in expanding the business. For a brief interval subsequently to 1842 Mr. McNair was a partner in the business, but in 1843 he retired from the firm and removed to Kalamazoo, where he became prominent as a merchant.

Mr. Eaton was a man of fine intellectual powers and great pragmatic ability, and definite success early crowned his efforts in Detroit. He was one of the largest losers in the great fire which swept away much of the business section of Detroit in 1848, his establishment, at the corner of Jefferson avenue and Randolph street, having been destroyed. In 1849 he removed into his new brick store, at the corner of Woodward avenue and Atwater street, where he continued in business until his death, which occurred in 1888. For the major portion of the long intervening period the enterprise was conducted under the firm name of Theodore H. Eaton & Son, which still obtains, the concern now occupying the original quarters and also with warehouse and railway siding in Franklin street. This may well be pointed out to-day as one of the pioneer business places of Detroit.

Mr. Eaton was the chief promoter, if not, indeed, the virtual founder of that noble institution, St. Luke's hospital, and he maintained a deep and abiding interest in the same until he was summoned from the field of life's endeavors. He was a devout communicant of the Protestant Episcopal church and did much to further its progress in Michigan, having been influential in diocesan as well as local affairs in his church. For many years prior to his death he held the office of senior warden of old St. Paul's parish. He made many and liberal benefactions to the church, though always in a most unostentatious way. He was a Whig and later a Democrat in his political allegiance, and was essentially public-spirited, giving his support to all enterprises projected for the general welfare of his home city and its people. He was one of the pioneers in building up Detroit, and many of the better class of buildings still standing were erected by him. In 1852 he completed the erection of his residence, on Jef-

erson avenue, the same having been one of the most modern in Detroit and still being considered one of the fine old homesteads. It is now occupied by his son and is one of the oldest houses in Detroit. It is worthy of note that at the time of building his mansion Mr. Eaton brought from New York city John Riley, a skilled mechanic, who installed the plumbing and also piped the house for gas, though it was three years later ere a gas plant was installed in the city. He was one of the organizers of the first gas company, in 1852, known as the Detroit Gas Light Company, and was one of the large stockholders of the local gas company up to the time when its plant and business were sold to the present owners. He never accepted any office in the company, however. He held a large block of the stock of the Detroit Locomotive Works and the Peninsular Iron Works.

Mrs. Eaton preceded her husband to the life eternal, her death having occurred in 1879. They became the parents of two children,—Theodore H., Jr., who succeeded to his father's various business interests; and Mary M., who became the wife of Lieutenant Thomas W. Lord, of the United States army, and who died in Texas. The son is recognized as one of the representative business men of Detroit and is ably upholding the prestige of the honored name which he bears. He still continues in the business established by his father so many years ago and also has other and important capitalistic interests in Detroit.

The maternal grandmother of the subject of this memoir was Mrs. Mary Montgomery, who was a daughter of Judge John Berrien, lineal ancestor of Colonel Berrien, of Detroit, civil engineer of the Michigan Central Railroad, and the man in whose honor Berrien county was named. It is said that General Washington wrote his farewell address to the army while a guest in the home of the widow of Judge Berrien, at Rocky Hill, near Princeton, New Jersey, December 1, 1783.

As a citizen and business man the name of Theodore H. Eaton merits a place of distinction on the roll of the honored pioneers of Detroit.

FREDERICK STEARNS.

Among those who have stood as distinguished types of the world's workers was the late Frederick Stearns, who indelibly impressed his influence upon the civic and industrial life of Detroit, who was deeply appreciative of all that represents the higher values of human existence, who proved a force in the commercial world, who realized the responsibilities which success imposes, and who ordered his course upon the highest plane of honor and integrity. This gentle, noble, exalted character was revered and loved by the people of Detroit, and while a sketch of this nature can but touch lightly upon the more salient points in his life history, it is imperative that in a publication of such province as the one at hand a tribute of respect and honor be paid to one who thus made the most and best of his life.

Frederick Stearns came of staunch Puritan stock, being a direct descendant of Isaac Stearns, who was one of the coreligionists and colonists with Governor Winthrop and Sir Richard Saltenstall, who arrived at Plymouth in 1630 and who founded Watertown, Massachusetts. In the maternal line he traced his genealogy to Samuel Chapin (1642), who was one of the early settlers of Springfield, Massachusetts.

Mr. Stearns was born in Lockport, New York, on the 8th of April, 1831, and was a son of Samuel and Philena (Chapin) Stearns. Such were the exigencies of time and place that Frederick Stearns had but limited educational advantages in his boyhood days. His parents were in very modest financial circumstances and he early assumed the active responsibilities of life. In 1846, when but fourteen years of age, he was apprenticed in the drug store of Ballard & Green, in the city of Buffalo, New York, where he remained about a year. He there found himself taking the first steps toward the fulfillment of his cherished ambition to become a pharmacist. While working assiduously and faithfully, for a minimum wage, he managed to improve his spare time by taking a course of lectures in pharmacy and chemistry in the University of Buffalo. In 1848 he became associated with A. I.

Matthews, then one of the leading druggists of Buffalo, with whom he remained about six years, within which he was admitted to partnership in the business. It was here that he became familiar with the details and management of a well ordered pharmacy, and he continued to be identified with the business until the close of the year 1854, at which time he sold his interest in the enterprise and came to Detroit, arriving here on January 1, 1855. He had previously visited Detroit and had decided that there was a favorable opening here for a new drug store. Mr. Stearns later summed up conditions at that time in six words,—“little money, fair credit, high hope.” His retail business was conducted with a fair degree of success and soon he began to carry out his idea of manufacturing for the trade. His first laboratory was a back room twelve feet square and equipped with a cook-stove. He made up samples of a few pharmaceuticals of merit, and from time to time he made trips through the state, where he found a ready market among the druggists, who were not only in need of goods but also glad to aid the struggling young manufacturer. On his return from such trips he made up the required goods and shipped them to his customers.

Concerning his labors and advancement the following statements have been written: “Some idea of his activity at this time may be gathered from the facts that while carrying on his retail business and endeavoring to develop its manufacturing side he was also editing and publishing the *Peninsular and Independent*, a monthly medical journal of sixty-four pages, having associated with him several of the principal medical professors of the University of Michigan; he was contributing scientific papers to drug and medical journals, and was already prominent in the affairs of the American Pharmaceutical Association, of which he later became president.

“Then came the civil war, and Mr. Stearns, as purveyor of medical supplies for the state of Michigan, handled large quantities of drugs. He also carried on quite an extensive wholesale business, and his store was known all over

the middle west, at least, as probably the most completely stocked institution of its kind in the country. Old residents of Detroit yet speak with pride of the Stearns drug store, which was in those days regarded as a model, and it was generally known that if anything in the medical line was to be had at all it was to be found there. At the close of the war Mr. Stearns equipped his laboratory with steam, milling and extraction apparatus, thus enabling him to handle a much larger volume of business than previously.

"Twice in 1871 his store was destroyed by fire, entailing a loss of over eighty thousand dollars, but, undismayed, he at once began preparations for manufacturing on a still larger scale, and established a laboratory entirely separate from his store. This stood on Woodbridge street, near Sixth, and although it would appear very diminutive in comparison with the present establishment, or even with some single departments, it was considered quite a credit to the city then."

Mr. Stearns' retail drug establishment continued as the largest and most successful in the state and he conducted the same until 1881, when he sold the business, in order to devote his entire time to his manufacturing enterprise, which was constantly expanding in scope and importance and which was destined to become, as it is to-day, one of the greatest of the sort in the world. In 1882 he incorporated the business under the name of Frederick Stearns & Company, with a capital of two hundred thousand dollars. At the annual meeting of the company in February, 1887, Mr. Stearns announced to the directors his intention of retiring from business and devoting the remainder of his life to travel and study. Interesting data are these, gained from an appreciative tribute published in *The New Idea* of February, 1907, regarding him, whose death occurred in the preceding month: "As he occasionally expressed it in later years, he began to educate himself then as he never had the time to do when he was young. With Mr. Stearns, however, travel was never undertaken merely as a recreation, but as another form of study, and few men have traveled so exten-

sively and to such purpose as he had during the past twenty years. He visited at one time or another every part of the civilized world, and brought back with him thousands of objects of educational or artistic value. One of his earliest collections comprised about sixteen thousand Japanese and Korean curios and other objects of oriental art, such as pottery, lacquers, swords, Japanese, Korean and Chinese costumes, enamels, bamboo work, embroideries, etc. This collection, which could not have been duplicated for less than forty or fifty thousand dollars, was presented by Mr. Stearns to the Detroit Museum of Art.

"Mr. Stearns then took up conchology and devoted several years of time and considerable money to it, not as a dilettante but from a strictly scientific standpoint. Over ten thousand different specimens of shells, classified and arranged in systematic order, go to make up this collection in the Detroit Museum, and his book, entitled 'Marine Mollusks of Japan,' in which Professor Pilsbury, of Philadelphia, was his collaborator, is one of the standard reference books of the science to-day.

"What he regarded as his crowning work, however, was his collection of musical instruments which he presented to the University of Michigan in 1899. This collection comprises some two thousand different kinds of instruments and represents the evolution of stringed, wind and percussion instruments from their most primitive forms to the complex and artistic productions of the present day. It is considered the most complete collection of the kind in America and one of the most interesting in the world.

"It is evident from all this that Mr. Stearns found the most absorbing interest in pursuits that many men would have considered dry and unprofitable. He always disclaimed any philanthropic motives in the work, however, modestly saying that he did it because it gave him pleasure, and he gave away the results of it before to others. The honors that came to him were always unsought, and it is safe to say that probably no private citizen in Detroit was held in higher esteem by men prominent in the business and social life of the city, particularly

among the older men, who had seen his splendid progress and known of his many contributions toward both the educational and artistic welfare of Detroit and Michigan."

In recognition of his munificent gift of oriental curios to the Detroit Museum of Art a body of Detroit citizens presented him with a handsome bronze medal, with appropriate inscription. In 1901 the University of Michigan conferred upon Mr. Stearns, with all of consistency, the honorary degree of Master of Arts, in recognition of his valued contributions to science and the fine arts.

The end of this gentle and noble life came as a shock to those who knew and appreciated the man and his accomplishment. He had intended to pass the winter in Egypt, as had been his custom for several years, and he had left Detroit for a few months of preliminary sojourn in the south. He died at his hotel in the city of Savannah, Georgia, January 13, 1907, after an illness of only a few hours. The remains were brought to Detroit and were interred in Elmwood cemetery. The high regard in which he was held in his home city was attested not only through private sources, among all classes and conditions, but also by resolutions by the board of directors of the great manufacturing house of which he was the founder, by the board of trustees of the Detroit Museum of Art and by other bodies with which he was identified. The city press spoke with words of the whole city may be said to have felt a sense deep appreciation in the editorial columns, and of personal bereavement. From the Detroit News is taken the following extract: "Frederick Stearns, one of the important figures in Detroit's commercial life during the past quarter century, has finished his career and rests from his labors. Mr. Stearns was a man of energy. He built up a great business from small beginnings and established a system that promises perpetuity for the institution that is associated with his name. He was wiser than most men of his generation, because he did not permit himself to be completely absorbed in the building up of his fortune. He held higher aims than that of mere money-grubbing and found his chief interest in travel and study.

Few men have had so large a view of the world as Mr. Stearns. Few were as well informed as to human affairs and the various highways by which the races have come up to their present status. Mr. Stearns was a highly cultured man, a man of many charities and appreciative of his obligations to his fellows. He did much for the city in which he built up his fortune. City and state institutions have been enriched by the spoils of his travels and his quests after the things which distinguish other races from Americans. He had ceased to be a Detroiter and had become a cosmopolite but his attachment for the home city was one of his marked characteristics."

What more beautiful than these, his own words, uttered in his reply to the speech made by the late General Russell A. Alger in presenting to him the bronze medal to which reference has been made, apropos of his gift to the Detroit Art Museum, and what sentiments can better indicate the man and the ideals which he held? "For I hold that man, if immortal, owes it first to himself to mold his actions in this world so that his experience may be richer, his knowledge fuller, his charity broader, and his reverence for God as seen in nature quickened, all of which would seemingly fit him for that final change we call death."

Owing to his many years of travel Mr. Stearns had almost ceased to be a Detroiter and had become a cosmopolite, but still holding a strong attachment for his home city. He was a member of but few clubs or societies, preferring the privacy of the home life when in Detroit.

He was married at Mendon, New York, August 15, 1853, to Eliza H. Kimball, of Sardinia, New York. There were four children,—Frederick Kimball, Norman, Henry, and William Isaac Lincoln.

RUFUS W. GILLETT.

It was within the province of the late Rufus Woodward Gillett to have wielded a large and beneficent influence in the industrial, commercial and civic affairs of the city of Detroit, and he was exponent of that high type of

manhood which ever stands indicative of usefulness and subjective honor. He impressed his strong individuality deeply upon the history of the city and state in which he so long maintained his home, and in a publication of the functions assigned to the one at hand, it is eminently consonant that a tribute be paid to his memory as one of the representative citizens and business men of the Michigan metropolis.

Mr. Gillett was born at Torrington, Litchfield county, Connecticut, on the 22d of April, 1825, and his death occurred at his home in the city of Detroit, on the 3d of December, 1906. He was a son of John and Mary (Woodward) Gillett, both of whom were likewise natives of Connecticut. The lineage of the Gillett family is traced to English origin, and the maternal ancestors of the subject of this memoir were numbered among the Puritans who were among the first to establish homes in New England. Jonathan Gillett, the founder of the family in America, came from England, and settled in Dorchester, Massachusetts, in 1630, and in the various generations of his descendants have been found men prominent in business and civic life, in the learned professions and in public affairs. Representatives of the family are now found in many sections of our national domain. The grandfather of him whose name initiates this sketch likewise bore the name of John Gillett, and he was a minute man at the battle of Bennington, after which he served as lieutenant of a company in the Continental line until the close of the war of the Revolution.

John Gillett, the father of Rufus W., was born in Torrington, Connecticut, in 1776, and there he passed his entire life. He was a successful farmer, and also identified himself with various other lines of enterprise, besides being a potent factor in the political and general public affairs of his native county. He held various offices of public trust and so ordered his life as to command the unqualified confidence and esteem of all who knew him. He served in important town offices, and for twenty years was a representative of his county in the state legislature. For many years, also, he was home agent for a land company in Ohio.

His death occurred in 1857. Mary (Woodward) Gillett, mother of the subject of this review, was a daughter of Dr. Samuel Woodward, who was for many years a leading physician of Torrington, and whose ancestors settled in Massachusetts in 1630. Four of his sons likewise became physicians of distinctive repute in New England. Of a collateral branch of the same family was Judge A. B. Woodward, at one time chief justice of the territory of Michigan.

The boyhood days of Rufus W. Gillett were passed upon the home farm, where he imbibed deep draughts from the gracious chalice which nature ever holds forth to those who live in close touch with "her visible forms." He was educated in the common school and public academy of his native town, and at the age of seventeen years he secured a position as clerk in a general store at Litchfield, Connecticut, where he remained engaged for two years. During the ensuing five years he was engaged in an independent mercantile business in his native town, where he was also identified with agricultural pursuits. During the next three years he did effective service as agent for New York and Connecticut manufacturers of cutlery. In 1856 Mr. Gillett became secretary and treasurer of the Wolcottville (Connecticut) Brass Company, and he retained this dual office until January, 1862, when he came to Michigan and took up his residence in Detroit, with whose business life he was destined to be thereafter most prominently identified. Soon after his arrival he became associated with A. E. Bissell, in the grain commission business, under the firm name of Bissell & Gillett. This alliance continued for a period of six years, and Mr. Gillett then became associated with the late Theodore P. Hall in establishing the firm of Gillett & Hall, which engaged in the same line of enterprise. The business of this firm increased in volume from year to year until its operations in the handling of grain exceeded those of any other concern engaged in the same line of enterprise in the state. Besides their regular commission business the firm also bought large quantities of corn and oats in Missouri, Kansas, and other

western states, and this was sent to the eastern and export markets.

Of this firm Mr. Gillett continued to be a member until about ten years before his death, and in his entire business career no shadow ever darkened his fair name as a man of impregnable integrity and honor. He became prominent in the management of the Detroit Chamber of Commerce, of which he served as president for several successive years, and for a number of years he was president of the old Preston National Bank, having assumed this office at the time of the organization of the institution. He was vice-president of the State Savings Bank, president of the Detroit Copper & Brass Rolling Mills, vice-president of the American Harrow Company, and was a director of the Standard Insurance Company, besides being connected with several other prominent and successful industrial enterprises in Detroit. He was a man of great capacity for affairs, and his influence was specially potent in furthering the success of the various undertakings to which he gave his support and co-operation. As a citizen he was essentially loyal and public spirited, and in private life he was urbane, genial and courteous, being instant in the manifestation of kindness and winning and retaining inviolable friendships on all sides.

Mr. Gillett gave his allegiance to the Democratic party and took an active interest in the promotion of its cause and in the furtherance of good government. Though frequently importuned to accept nomination for municipal offices he invariably refused such overtures, though he gave most effective service as a member of the city board of estimates and as a member of the board of fire commissioners, to which last he was appointed in 1880. During his entire residence in Detroit he attended the Fort Street Presbyterian Church.

On the 26th of May, 1847, Mr. Gillett was united in marriage to Miss Charlotte M. Smith, who survives him and still maintains her home in Detroit. She is a daughter of Nathaniel Smith, who was a prominent merchant of Torrington, Connecticut, where he also served as postmaster for a period of more than forty years, having been one of the well known and

influential citizens of that section of the state. Mr. and Mrs. Gillett became the parents of three children. The eldest, Mary Woodward, is the wife of Henry K. Lathrop, Jr., of Detroit; Charles Smith Gillett died in Detroit, October 18, 1876, at the age of twenty-six years; and Harriet Winchell Gillett is the wife of William R. Ellis, of New York.

PRESTON BRADY.

The honored subject of this sketch, one of the representative business men of his native city of Detroit, is a member of a family whose name has been prominently identified with the history of this city and state from the territorial epoch in the annals of Michigan. He is a grandson of Major General Hugh Brady, of the United States Army, who was born at Standingstone, Huntingdon county, Pennsylvania, July 29, 1768. General Brady was the fifth son of Captain John and Mary Brady, the father having been a captain in the Twelfth Pennsylvania Regiment in the war of the Revolution and having, with two of his sons, been finally killed by the Indians.

As he grew to manhood General Hugh Brady frequently joined small parties who retaliated on the Indians for their misdeeds, and he thus gained a clear insight into their manners and their habits of warfare. In 1792 he received from General Washington a commission as ensign in General Wayne's army, was made a lieutenant in 1794, and took part in the historic western campaigns of that year. In 1799 he received from President Adams an appointment as captain, and subsequently he essayed the improvement of a tract of land about fifty miles from Pittsburg, on a branch of the Mahoning river. He remained there until 1807, when he removed to Northumberland county, Pennsylvania, where he maintained his home until 1812, when he received a commission from President Jefferson and again joined the army, being soon promoted to the command of the Twenty-second Regiment of infantry, and he took part

in the battle of Lundy's Lane, where he received a wound which disabled him for further active service in the war of 1812. He was in several other battles of this war.

In 1819, General Brady was transferred to the Second Infantry, then stationed at Sackett's Harbor, New York, and in 1822 he was promoted brigadier general, for ten years' faithful service. In 1828 he was in command at Detroit, and in 1837 he was placed in command of Military Department No. 7, with headquarters in this city. He retained this command seven years, within which period he superintended the removal of several Indian tribes to the country west of the Mississippi river and did much to allay the troublesome border difficulties known as the "patriot war." At the breaking out of the Mexican war, though past the age for active field service, he took a prominent part in the raising and equipping of troops and shipping supplies to the seat of war. He was made a major general in 1848. Of him it has been written: "As a soldier he was eminent for his bravery and faithfulness, and as a citizen he was free from reproach and won the esteem of those with whom he was associated."

In October, 1805, General Brady married Sarah Wallis, and they became the parents of six children, of whom the second was Samuel Preston Brady, father of him whose name initiates this article. General Brady died in Detroit, April 15, 1851, his death being the result of an accident,—the running away of his horses. It is gratifying to here enter, in an incidental way, brief tribute to the memory of this gallant soldier and sterling pioneer of Detroit.

Preston Brady, the immediate subject of this review, was born in Detroit, November 8, 1844, and is a son of Samuel P. and Elizabeth Mary (Nixson) Brady, the former of whom was born in Indiana county, Pennsylvania, and the latter in the city of New York. The Brady family is of Scotch-Irish extraction and was founded in America about 1736, the first settlement being made in New Jersey, whence

removal was made to Pennsylvania, where representatives of the name became prominent in colonial affairs. Two sons of Captain John Brady became famous as Indian fighters, and one of these, Captain Samuel Brady, was the one who made the daring and historic "Brady's Leap" in Ohio, after having been captured by the Indians.

Samuel Preston Brady was born in the year 1809, and was reared and educated in the east, having been a youth of about nineteen years at the time of his father's taking up his residence in Detroit. He early began to accompany his father on his campaigns, and developed self-reliance, valor and military skill. In 1832 he was made post sutler at old Fort Dearborn, Chicago, but he soon returned to Detroit. In 1849 he was one of the argonauts to California, where he remained for a time. Upon his return to Detroit he engaged in the general merchandise business, in which he continued for a number of years, after which he was in the wholesale grocery trade. He died at Cologne, Germany, in 1868, while traveling for the benefit of his health and his wife survived him by thirty years, her death occurring in Detroit, in 1889. They became the parents of seven sons and six daughters, of whom seven attained to years of maturity, and of whom only three are now living,—George A. and Preston, of Detroit, and Samuel, who is now engaged in mining operations in the Lake Superior district. Samuel P. Brady was one of Detroit's honored citizens and successful business men, and he well upheld the prestige of the family name.

Preston Brady, the immediate subject of this sketch, was reared to maturity in Detroit, of the advantages of whose public schools he duly availed himself. At the age of nineteen years he became identified with his father's business operations, and he has since continued almost without interruption a member of the business community of his native city, which has ever represented his home. At the present time he is engaged in the roofing business, being one of the leading contractors in this line in the

city and controlling a large and important enterprise.

Mr. Brady is aligned as a stalwart supporter of the cause of the Democracy, though he has never had aught of desire to enter the political arena or to present himself as a candidate for public office. He is identified with the Detroit Club and other social and fraternal organizations, and he and his wife are communicants of the Protestant Episcopal church.

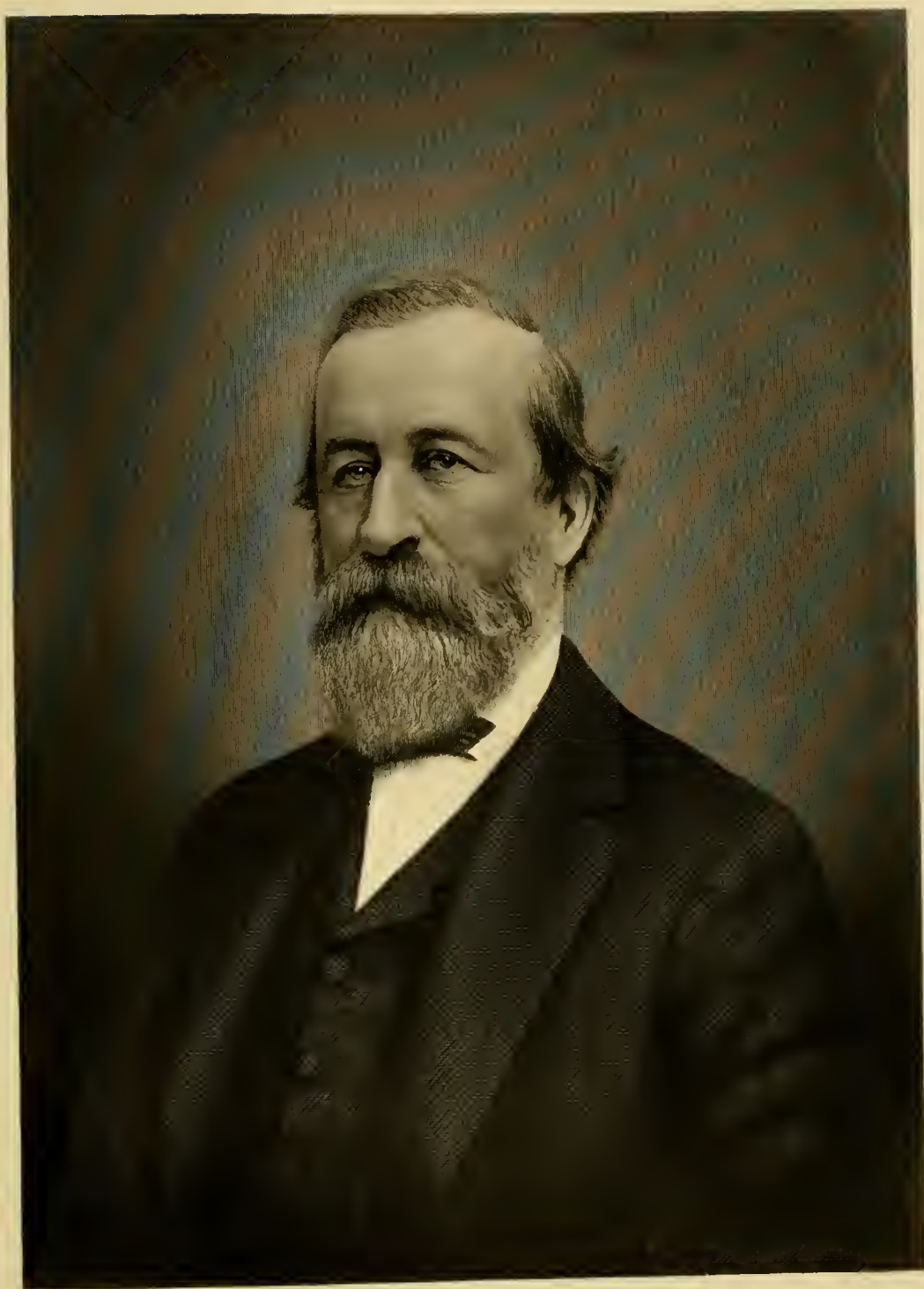
In 1868 Mr. Brady was united in marriage to Miss Emily Medberry, who was born in Michigan, and who died in 1884, leaving no children. In 1889 Mr. Brady wedded Miss Margaret Radcliff, born in the state of New York, and they have one son, George Preston Brady, who is now attending school at St. Catherine's, Ontario.

CHARLES DU CHARME.

By very name itself Detroit pays a tribute of honor to its early French settlers, and of the old-time lines there yet remain many worthy representatives, while there must ever be held as due a debt of gratitude to those who have wrought nobly in the past and have left a heritage of worthy lives and worthy deeds, their names being part and parcel of the fair "City of the Straits." Here are found at the present time, representative of the best citizenship and of definite power in the industrial and commercial world, those who trace their genealogy through long lines of French ancestry, and among these in the generation preceding was the late Charles Du Charme, who left a distinctive and permanent impress upon civic and industrial history of Detroit,—his efforts and labors have cumulative value in the city of to-day, the "Greater Detroit." He was of Canadian birth but was of the same fine French stock which has been so long and prominently identified with the annals of the Michigan metropolis. His career was the positive expression of a strong nature, and in both its subjective and objective phases constitutes a heritage and credit to the city with whose upbuilding he was so closely concerned.

Few, if any, of his contemporaries in Detroit occupied a more commanding position or were more actively interested in those enterprises which made possible the early development of the city along commercial lines, than Charles Du Charme. French-Canadian, he was born at Berthier-en-Haut, near the city of Montreal, Quebec, on the 15th of May, 1818. His father was a farmer by vocation and his ancestors for several generations had been allied with agricultural pursuits in that section of the Dominion of Canada, whither the original American representatives of the name immigrated from France about 1665, and thus through heredity and personal training there was little to incite in the subject of this memoir a predilection or taste for commercial life. He was afforded the somewhat meager advantages of the local schools and continued to assist in the work of the home farm until he had attained to the age of fifteen years, when he began the battle of life on his own responsibility, going to the city of Montreal, where he secured a clerkship in a hardware store. He remained thus engaged for a period of four years, during which he gained a thorough knowledge of the details of the business and gave distinctive evidence of the fact that his individuality was such as to override the influences of earlier training, as he showed from the start an acute practical ability.

In 1837, the year which marked the admission of Michigan to the Union, he came to this state and located at Jonesville, which was then a town of no little relative commercial importance. There he secured a clerical position in a mercantile establishment, but he suffered so severely from the prevailing "fever and ague," a malady picturesquely in evidence in the locality and period, that he soon decided to leave the section which had caused him so much physical agitation, and within the same year he came to Detroit, where he passed the residue of his long and signally useful life. Here he entered the employ of A. H. Newbould, a leading hardware merchant, with whom he continued to be associated in a clerical capacity until 1849, when he formed a partnership alliance with A. M. Bartholomew and engaged



Charley DuCharme

in the same line of enterprise, under the firm title of Du Charme & Bartholomew. This association continued until 1855, when the late Christian H. Buhl purchased the interest of Mr. Bartholomew, whereupon the name of the firm was changed to Buhl & Du Charme. The new firm also purchased the business of Mr. Newbould, and the establishment of the concern was located on Woodward avenue, near Atwater street, until 1872, when the business was removed to more commodious quarters, on Woodbridge street west. There the firm continued in business until the death of Mr. Du Charme, January 9, 1873. He had in the meanwhile gained prestige as one of the most alert and progressive business men in Detroit and his firm controlled a large and representative wholesale trade.

In the fall of 1871 Mr. Du Charme associated himself with Jeremiah Dwyer, Merrill I. Mills and Richard R. Long, and organized and incorporated The Michigan Stove Company, on December 19th of that year, of which Mr. Du Charme became president, retaining this office until his death, which occurred on the 9th of January, 1873. Mr. George H. Barbour associated himself with the company June 29, 1872. Mr. Du Charme was thus one of the founders and the original executive head of a concern which has grown to be the greatest of the sort in the world, and his wise administrative policy had great influence in the formative period of this magnificent industry and in the upbuilding of the same even after he had passed from the scene of life's endeavors. For thirty-six years he was a potential and active factor in the commercial life of Detroit, where his interests were wide and varied, his business enterprises being among the largest and most successful in the city, and the large fortune which he amassed constituted a fitting return for his untiring energy, as well as a tribute to his business acumen and his abiding faith in his home city. Remarkable executive ability, capacity for organization, accurate intuitive judgment of the capacity and adaptation of men for places,—these were the qualities of his many-sided and symmetrical character. He had high civic ideals and did all in

his power to enhance the material and moral welfare of his home city and to promote good government in all its branches.

Mr. Du Charme was a man of engaging personality, leal and loyal in his friendships, which were many and representative. He was generous to a fault but still was practical and discriminating in his rendering of assistance. He was a firm believer in pushing young men to the front and helped many such to start in business for themselves,—an attitude too seldom maintained by men of affairs at the present day. His charities and benevolences were numerous but unpublished to the world, being known chiefly to the recipients.

Aside from his connection with the enterprises of which mention has already been made, Mr. Du Charme was a director of the First National Bank, the People's Savings Bank and the Detroit Fire & Marine Insurance Company; was also a member of the K. C. Barker & Company, tobacco manufacturers, and had capitalistic interest in various other concerns of somewhat less importance. In his political adherency he was a Republican.

On the 10th of August, 1853, was solemnized the marriage of Charles Du Charme to Miss Elsie Elizabeth Bartholomew, daughter of Albert M. Bartholomew, his former business associate. She was born in Montgomery, New York, May 1, 1830, and survived her honored husband by many years. She died in Detroit, January 14, 1892, and the memory of her gracious and gentle personality remains as a benediction to all who came within the sphere of her influence. Mrs. Du Charme was a direct descendant from William Bartholomew, who was born in Burford, England, in 1602 or 1603; and who arrived in Boston, Massachusetts, September 18, 1634, in the ship "Griffin"; he was made a freeman at Boston within the year of his arrival in America and died at Charlestown, Massachusetts, January 18, 1680. Lieutenant William Bartholomew, a son of this worthy ancestor, served in King Phillip's war, having been made ensign at New Roxbury, now Woodstock, Connecticut, in 1689, and having been made lieutenant in 1691. Lieutenant Bartholomew was born at Ipswich, Massa-

chusetts, in 1640, and died in 1697. On the 17th of December, 1663, he was united in marriage to Mary Johnson, daughter of Captain Isaac and Elizabeth (Porter) Johnson, the former of whom was killed in the Narragansett Fort fight, December 19, 1675. Martin Bartholomew, Mrs. Du Charme's grandfather, married, on November 1, 1804, Sarah Noble, daughter of Rev. Seth Noble, who was a loyal soldier in the Continental line in the war of the Revolution. Albert Martin Bartholomew, father of Mrs. Du Charme, was born in Montgomery, Massachusetts, February 6, 1805, and his death occurred in Detroit, Michigan, March 11, 1884.

Mr. and Mrs. Du Charme are survived by four sons,—Charles A., George A., Frederick T. and William H.

THOMAS LINN.

The reminiscences of the pioneer are ever instructive and diverting, for the past bears its lesson and incentive, whether considered in the remote cycles of time or from the standpoint of those of the present day but venerable in years. In a relative way Detroit is an old city, and few in the east excell it in historic interest and picturesque charm of annals. In view of its present status does it seem possible that within its environs there yet live those who well recall the primitive period when Grand Circus park was surrounded by a board fence, when cows, pigs and Canadian ponies ran at liberty about the streets, when pavements were practically unknown, and when sidewalks were such as to scarce deserve the name? To the little city of not more than seven thousand population the venerable and honored pioneer whose name initiates this sketch can revert from personal memory and association, and during all the long intervening years he has maintained his home in Detroit, to whose material and social development he has contributed his full quota. The reminiscences of such men merit an enduring place in the history of the city and the state.

Thomas Linn, one of the pioneer merchants of Detroit, where he is now living retired, after

years of earnest and fruitful endeavor, is a true Scotsman in the generous attributes of character which have ever denoted the man. He was born near the city of Glasgow, Scotland, May 24, 1826, and is a son of William and Jean (Ralston) Linn, both of whom were born and reared in the venerable city of Glasgow. In his native land the father followed the trade of weaver until 1842, when he came to the United States, in company with his wife and their three sons and two daughters. Of the children those living at the present time are the subject of this sketch and Janette, now Mrs. Charles A. Lorman, of Detroit. Concerning the arrival of the family in Detroit no better description can be given, perhaps, than that derived from a personal interview with Mr. Linn, published in a comparatively recent issue of the Detroit News:

"It was three o'clock in the morning of a beautiful July Sunday that a packet, the 'Ben Franklin,' touched at the foot of Brush street with a company of Scotch people aboard. Those who met that packet were men whose names were to become identified with the making of Detroit,—the Linns, Colin Campbell, Andrew Wilkie, John Moore, and the Barclays. But they did not intend to stay in Detroit at all. The company was bound for Chicago (Illinois they called all the western part then), and expected to go there on the 'Ben Franklin.' But the master of the packet was unable to get enough passengers to make the trip profitable. All this, however, was not known to young Thomas Linn and Colin Campbell as they started out at three o'clock in the morning to survey the town of Detroit. They walked about a little in the dawn and then returned to find the master of the packet saying he would not go farther, and to find the Scotch company determined on sailing to Illinois. But the news spread through Detroit—think of that—that a number of Scotch people were on the wharf at the foot of Brush street, and all the Scotch residents of the town, and they were not a few, gathered around the company and entreated them to stay. By nine o'clock that Sunday morning houses had been found by the Scotch resi-

dents for the newcomers, and the Linns were settled in a hired house in Catherine street, then far away in the outskirts of Detroit. One of the traits of the Scotsman, and one not in the least offensive, is clannishness, and when each of these Scotch families found another from the same place in Scotland, Detroit took on a homelike aspect to them."

The father of the subject of this sketch engaged in the work of his trade, which he found a source of modest income, and he also developed a considerable business in the way of gardening. Both he and his devoted wife continued to reside in Detroit until they were called to that "undiscovered country from whose bourne no traveler returns." They were folk of sterling worth and their names merit a place of honor on the roll of Detroit pioneers of the early '40s. Thomas Linn had received good educational advantages in his native land and was seventeen years of age at the time of the family immigration to America. His first employment in Detroit was in the old-time brewery of Richard Hawley, on Bates street. In May, 1843, Colin Campbell previously mentioned, entered into partnership with a Highlander named James Jack, and founded what was known as the Scotch Store, on Jefferson avenue. This was one of the old landmarks of the city, and the establishment was the first here to utilize the system of charging one price for the same article, no matter who was the purchaser, showing the intrinsic honesty and "squareness" of the true Scotch type. The firm handled general merchandise and also lumber and shingles, and much of their business was done by exchange for produce. Mr. Linn entered the employ of this firm as a clerk, having previously had some little experience as clerk in a grocery store in Scotland. At the expiration of four years the firm of Campbell & Jack was dissolved, and in the meanwhile a branch had been established at Ann Arbor, Mr. Campbell assuming personal charge of the same and Mr. Linn going with him. When the partnership was dissolved Mr. Campbell came to Detroit, to which he shipped his Ann Arbor stock, changing his headquarters to a building at the corner of Woodard ave-

nue and Congress street, but soon returning to Jefferson avenue, which was then the retail center. The enterprise was continued at the corner of Jefferson and Woodward avenues for nearly twenty years, and the house became one of the most prominent mercantile concerns of its day.

In 1853 Mr. Linn was admitted to partnership, and the firm of Campbell & Linn held the highest reputation for fair and honorable dealing and for enterprising methods, building up a large and representative trade and finally removing to the present site of the Richmond & Backus establishment, at the corner of Woodward avenue and Congress street, where operations were continued for many years. After retiring from this business Mr. Linn entered the employ of Newcomb & Endicott, with which extensive and representative concern he remained until 1902, when he retired from all active business associations, after nearly sixty years of consecutive and intimate connection with the mercantile life of Detroit. At the time of his thus severing his long association with Newcomb, Endicott & Company, the firm presented him with a fine gold watch and fob, and the employes of the concern were the donors of a generous leather easy chair and a gold-headed cane. For forty years he occupied the house at 38 Adams avenue west, one of the few old landmarks of that beautiful section of the city. This property, facing Grand Circus park, he sold in May, 1907, hallowed though it was by the gracious memories and associations of the past, to give way to commercial progress. A modern business building is to be erected on the site.

Reverting to the interview from which extract has already been made, the following interesting reminiscences are drawn:

"Yes, the park across the street (Grand Circus) was fenced in those days," said Mr. Linn. "You see, the pigs and cows strolled down the street and there were droves of French ponies that used to come down from the farms at Grosse Pointe and they overran everything. In the spring the mud was pretty deep, and many an ox team was moored in for hours. I remember the old Pontiac road,

and how they used to pull the cars into the depot with horses. There was a little grocery where the store of Wright, Kay & Company now is. General John R. Williams had two streets named after him,—one was the present John R. and the other was Williams street, now Witherell. Speaking about taverns, the Cottage tavern used to be a long, low little place—you could touch the ceilings with your hands—on Woodward avenue between Larned street and Jefferson avenue, and there most of the leading men of the town had their gatherings. On the west side of Washington avenue from Grand River avenue to this place there were no houses; that place used to be a chicken farm that supplied the Cottage tavern with fowl.

“And the walks in those days, why, young man, ye wudna know them now. In some places on Woodward avenue there were two planks laid lengthwise, and in most places only one plank, and when you stepped on one end of them you didn’t know whether you were going to trip a body at the other end or not. * * * Why, in those days it required only two men to run the gas company. They had a place smaller than a dye-shop for their business, and Mr. Hanford and Peter Demill ran the whole outfit. Of course, this is all changed now. I have kept pace with Detroit until a year ago, when my heart troubled me a little, and I had to give up going to church, too, but I am coming around again and I expect to get out to church soon.”

Mr. Linn joined the Disciples of Christ in 1843, long before a church building was in prospect. The few Disciples met in Thomas Hawley’s house, and afterward they worshiped in the old church, now Henkel’s livery stable, on Jefferson avenue, soon to be occupied by the temple of the Knights of Columbus.

Naturally, Mr. Linn was loth to leave his home—very loth. Forty years in the same rooms attaches one to them. Their associations are precious. The house that once had a park of trees in front of it and wooded fields behind it, the cool air of the river bathing it every evening and the dawn of the morning unobscured by high buildings, now sits like

a pigmy among architectural giants, but it was still home to the grey-haired patriarch who is spending his declining years with his wife, his son, his books and his memories.

On the 22d of July, 1868, was solemnized the marriage of Mr. Linn to Miss Annie Stanbery, who was born in the city of New York. Mr. and Mrs. Linn have one son, Dr. Robert S. Linn, who is one of the representative physicians and surgeons of Detroit, where his life thus far has been passed.

HENRY M. CAMPBELL.

This representative member of the Detroit bar has been distinctively successful in the exacting profession which his distinguished father, the late Judge James V. Campbell so signally dignified and honored, both as a legist and jurist, having been one of the first judges of the supreme court of the state after its reorganization in 1857, and having served on the bench of this highest tribunal of the commonwealth for many years, besides holding precedence in other lines germane to his profession. A tribute to the memory of Judge Campbell appears on other pages of this work, and to the same reference may be made for data concerning the family history as well.

Henry Munroe Campbell was born in the city of Detroit, on the 18th of April, 1854, and after duly availing himself of the advantages of the public schools he was matriculated, in 1872, in the literary department of the University of Michigan, in which he was graduated as a member of the Centennial class,—that of 1876,—receiving the degree of a Bachelor of Philosophy. The opening of the following collegiate year witnessed his enrollment as a student in the law department of the same institution, and he completed the prescribed course with honors, being graduated in 1878 and receiving from his alma mater the further degree of Bachelor of Laws. Prior to his graduation he had passed the requisite examination and had gained admission to the bar of the state,—in 1878.

Soon after leaving the university Mr. Campbell initiated the active practice of his pro-

fession in Detroit, where he formed a partnership with Henry Russel, under the firm title of Russel & Campbell, and this association has since been maintained. In 1882 Charles H. Campbell, who is a younger brother of the subject of this sketch, likewise became a member of the firm, with which he is still allied; of him individual mention is made in this work. Henry M. Campbell is a lawyer of broad and comprehensive knowledge of the science of jurisprudence and is strong in the presentation of causes before court or jury, but he has given his attention more specifically to corporation law, in which branch of his profession he is a recognized authority and in which his services have been retained by many of the most important corporations in Detroit, as well as by others not of local order. In politics he is arrayed as a staunch advocate of the principles of the Republican party, but he has never entered the arena of practical politics, nor has he sought or desired public office, realizing that the law is a jealous mistress and demands of her votaries an unqualified allegiance and devotion. He is identified with various professional, fraternal and social organizations and is a devout communicant of the Protestant Episcopal church, being a member of the vestry of the parish of Christ church.

On the 22d of November, 1881, Mr. Campbell was united in marriage to Miss Caroline Burtenshaw, daughter of the late James Burtenshaw, of Detroit, and they have two children, —Henry M., Jr., who was born in 1885, and Douglas, who was born in 1888.

EDWARD H. BUTLER.

As president of the Detroit Fire & Marine Insurance Company, one of the oldest and most solid institutions of the order in the state, Mr. Butler is to be classed among the representative business men of his native city, but farther than this his claims to distinction are fortified by wide capitalistic interests aside from his connection with the company mentioned. He is the eldest of three sons of that honored pioneer and prominent banker, the late William A. Butler, a tribute to whose

memory appears within the pages of this publication.

Edward H. Butler was born in Detroit, on the 4th of August, 1841, and here he has passed his entire life. After duly availing himself of the advantages of the city schools he was matriculated in the University of Michigan, in 1857, there continuing his studies for some time but not to the point of graduation. In 1860 he entered his father's bank in the capacity of messenger boy and he rose through each succeeding grade of promotion until he became president of the institution, then known as the Mechanics' Bank, upon the death of his father. His total term of association with the bank covered the long period of forty-two years, and for the last decade he served as president, retaining this office until the business of the institution was closed out. His standing in local financial circles is attested by the fact that for ten years he served as chairman of the Detroit Clearing House Association, and that for fifteen years he was a member of the clearing-house committee. He is now vice-president of the Detroit Trust Company, one of the splendid financial institutions of the city, and he is a large owner of local realty, besides having other capitalistic investments of important nature. Since 1891 he has served as a trustee and the treasurer of the Elmwood Cemetery Association, of which his father was long the president.

Mr. Butler is an ardent advocate of the principles and policies of the Republican party and has done effective work in forwarding the party cause in his native state. In 1880 he was a presidential elector and from 1883 to 1886 he was incumbent of the office of state treasurer, giving a most able and popular administration of the fiscal affairs of the commonwealth. He holds membership in the Detroit Club, the Country Club, and other social or fraternal organizations, and enjoys distinctive popularity in both business and social circles. He is the fourth to be called to the presidency of the Detroit Fire & Marine Insurance Company, having been elected to this office in October, 1906.

FRANK G. RYAN.

As showing the power of concentrating distinctive technical and business energies and through this medium gaining concrete results of worth and magnitude, the career of Frank G. Ryan is specially worthy of study and consideration. A merited recognition of his splendid executive and scientific ability came in his election to the office of president of the corporation of Parke, Davis & Company, of Detroit, in April, 1907. He thus stands as the administrative head of the greatest concern of its kind in the world, and his firm grasp at the helm demonstrates the wisdom of having chosen him to the responsible and exacting office of which he is incumbent. It may be stated, incidentally, that in another department of this publication is given a brief review of the history of the company of which he is president.

Mr. Ryan is a native of the old Empire state of the Union, having been born at Marcus Falls, Onondaga county, New York, on the 26th of December, 1861, and being a son of Francis A. and Sarah Amanda Ryan, both natives of the United States. His father was a paper manufacturer by vocation and was a man of sterling integrity and no inconsiderable business ability. When Frank G. Ryan was a child his parents removed to Elmira, New York, to whose public schools he is indebted for his earlier educational discipline. After leaving school he was employed for three years in the well equipped pharmacy of Brown & Dawson, of Syracuse, New York, and in 1882 he was matriculated in the Philadelphia College of Pharmacy, in which he completed the prescribed course. He was graduated as a member of the class of 1884, when twenty-three years of age, and received his degree of Graduate in Pharmacy. For a period of about three years after his graduation Mr. Ryan was connected with various drug establishments in Philadelphia, and he then became assistant professor of pharmacy in his alma mater, the Philadelphia College of Phar-

macy. In 1898 this institution gave him charge of the newly established department of commercial training, and in the meanwhile he had received further recognition, in his appointment as lecturer on pharmacy in the Woman's Medical College of Philadelphia. In June, 1900, he resigned all his connections in Philadelphia and came to Detroit, for the purpose of identifying himself with the great pharmaceutical manufacturing house of Parke, Davis & Company. In the spring of the year mentioned he became chief pharmacist for Parke, Davis & Company, and it will be recognized that in itself this position was one of great importance, both technically and in a business way. His equipment was more than adequate, however, for all the duties devolving upon him, and that he was not denied recognition needs no farther voucher than that offered in the fact that within the brief interval of about seven years he was advanced to the presidency of the concern. At the expiration of the first three years of his connection with Parke, Davis & Company, Mr. Ryan was elected a member of its board of directors, and eighteen months later he was made secretary of the company. Six months elapsed, and he was then called to the vice-presidency of the company, and it was but one year later that he was elected to succeed the late and honored Theodore D. Buhl as president of the corporation, to the furtherance of whose interests he had previously given his best thought and energies, as has he since continued to do. The position of which he is in tenure has consistently been designated as "the greatest and most responsible position yet created in the drug trade of the country." Mr. Ryan is known as a man of distinctive initiative and of progressive ideas, and his possession of these qualities has brought to him the high prestige he enjoys as one of the representative business men, not only of Detroit, but of the nation. He is liberal and public-spirited, tolerant and kindly in his judgment, and wins and retains strong friendships, bespeaking the subjective loyalty which is his.

From the Bulletin of Pharmacy of May, 1907, are taken the following pertinent and timely extracts: "The secret of a man's success is never easily analyzed, but it may be said of Frank G. Ryan that he represents that rare, that ideal combination of technical knowledge and experience on the one hand, and business grasp and executive ability on the other. These qualities are all but incompatible, and he who unites them successfully has discovered a philosopher's stone. As president of Parke, Davis & Company Mr. Ryan will be capable of understanding thoroughly every scientific detail of the vast business now confided to his care, and he will also exhibit that larger vision and that greater capacity for administration which shall carry the house forward to conquest even more brilliant than those which have been registered in the past. Mr. Ryan, accompanied by his daughter Helen, had returned from a seven months' trip around the world only a week or two before his election to the presidency. His main object was to further the interests of his house in Japan, China, and India, but he also visited Manila, Ceylon, Egypt, Paris and London. In Manila an agency was established, which adds another to the considerable list of foreign branches now conducted by the house."

On December 26th, 1888, Mr. Ryan was married to Minnie Louise Conway, of Philadelphia, Mrs. Ryan dying in Detroit, June 25th, 1906.

Mr. Ryan is a member of the Detroit Club, of which he was elected president in January, 1908, of the Country Club, the Detroit Boat Club, the Witenagemote, and the New York Drug and Chemical Club.

HENRY RUSSEL.

Henry Russel was born in Detroit, May 16, 1852. He is a son of the late Dr. George B. Russel, one of the most distinguished physicians and well known and enterprising citizens of his time. His early education was in the public schools, and after fitting for college in

Philo M. Patterson's classical and mathematical school, he entered the University of Michigan, graduating in 1873, with the degree of Bachelor of Arts, and from the law department of the same university in 1875, with the degree of Bachelor of Laws. The degree of Master of Arts was subsequently conferred upon him. His college career, foreshadowing his later success in life, was brilliant and won honorable recognition from the faculty and his fellow students.

Upon leaving college, he studied law in the office of Alfred Russell, then a leading practitioner at the bar, and in 1875 was admitted to practice. In 1877 he was appointed assistant attorney of the Michigan Central Railroad Company, under the late George V. N. Lothrop, who was then its general counsel, and James F. Joy, the former president, and began his long association with Henry B. Ledyard, for many years president of that company. Mr. Russel's connection with the company has continued ever since, and he is now the general counsel. He has become widely known in railroad and professional circles, and is considered an authority and a wise and able legal adviser.

In 1878 the firm of Russel & Campbell was organized, then consisting of Henry Russel and Henry M. Campbell, and both have continued with this firm to the present day, the name now being Russel, Campbell, Bulkley & Ledyard.

June 3, 1880, he was married to Miss Helen H. Muir, daughter of William K. Muir. They have had five children: Christine M., now Mrs. Allen F. Edwards; Anne Davenport, now Mrs. James Thayer McMillan; Helen; John Farrand; and William Muir,—all of whom, except John, are now living.

Mrs. Russel died on the 23d of November, 1908. She was born in Detroit, June 29, 1858. She was always active in church and charitable work, was a member of the Jefferson Avenue Presbyterian church and for many years served as president of the Pastor's Aid society of the church. She was a member of the executive board of the Thompson Home

for old ladies, of the Woman's Exchange, and was connected with other charitable work.

In addition to his legal attainments, Mr. Russel is possessed of great business ability, and, in consequence, has large interests. Outside of his professional practice he is director of many banking, railroad, manufacturing and land companies, and is president of several of them.

He has projected and effected the construction of a number of important railroads and manufacturing institutions, and, foreseeing the growth and prospects of his native city, has also become largely interested in suburban real estate; he has done much for the development of the city and of the territory immediately surrounding it. He was the pioneer in the reclamation and improvement of the outlying marsh lands in the important River Rouge district.

Mr. Russel is a forceful man of wide culture and fine literary taste, and, notwithstanding his busy life, has found time to cultivate and maintain an intimate acquaintance with the best of classical and current literature. He is a Democrat, and a member and liberal supporter of the Presbyterian church.

His public spirit, genial disposition and rare humor have attracted to him many friends, and he is greatly in demand as an after-dinner speaker and orator upon social and public occasions. He is interested in outdoor sports, particularly golf and fishing, and is a member of the Detroit Club, Country Club, Detroit Golf Club, University Club and Fontinalis Club; also of the American, Michigan and Detroit Bar Associations.

ALEXANDER McPHERSON.

A member of one of the honored pioneer families of Michigan, Alexander McPherson has well maintained the prestige of the name through his leal and loyal services as a citizen and a man of large business affairs. He is one of the representative factors in the financial circles of Detroit, as is evident from the fact that he is at the present time president of the

Old Detroit National Bank, one of the most solid and popular of the great financial institutions of a city and state noted for conservative banking. He has held the presidency of the bank from the time of its receiving charter under the present title, in November, 1902, and prior to this had served from 1891 as president of its immediate predecessor, the Detroit National Bank. He has other large capitalistic interests in the city and state and is a man whose integrity and resourcefulness have been potent in the progress of the commonwealth of Michigan.

Mr. McPherson is a native of the stanch old land of hills and heather, having been born in the village of Aberchirder, county of Banff, Scotland, on the 7th of June, 1836, and having been third in order of birth of the eight children of William and Elizabeth (Riddle) McPherson. Of William McPherson it has been written that he "is remembered and described in the pioneer annals of Michigan as a striking, rugged and thoroughly manly figure who came in the early days and gave the best part of his life to the upbuilding, advancement and betterment of the community in which he long held a commanding place." William McPherson was born at Davoit, Scotland, on the 16th of January, 1804, and died at Howell, Livingston county, Michigan, March 16, 1891. He was reared and educated in his native land, where he remained until 1836, when he emigrated to America, with his family. On September 17th of the year mentioned he arrived at what was then known as Livingston Center, Michigan, a little forest hamlet at that time the principal settlement in Livingston county. Here he built for himself a log house, second dwelling to be erected on the site of the present attractive little city of Howell, where he maintained his home during the remainder of his long and signally useful life. He thus became a resident of Michigan in the year preceding its admission to statehood, and at Livingston Center he engaged in work at the blacksmith trade, which he had learned in Scotland. In 1841 he took a half interest in a small general store, and later was for many years engaged in the mercantile business in an individual way. He was the



Alex. McPherson

founder of the large general store which has been conducted under the family name for more than half a century. His intelligence, integrity and capacity for work brought success to his own business and made his services and influence desirable in matters concerning the general welfare of the community. Upon the organization of the Detroit & Howell Railroad Company, in 1864, he was elected member of its board of directors and also its treasurer. It was primarily due to his unremitting and well directed efforts that the funds were raised to complete the railroad between Howell and Detroit,—a consummation that proved of incalculable benefit to all sections contiguous to the road. The line is now an integral part of the Pere Marquette system. William McPherson was essentially public-spirited but was never active in the arena of practical politics though he gave his allegiance to the Republican party from the time of its organization until his death. His marriage to Elizabeth Riddle, a native of Scotland, was solemnized in his native land April 17th, 1831, and she accompanied him on his emigration to the wilds of pioneer Michigan, where her devotion and gentle womanliness continued to fill a large part of her husband's life during the long intervening years. Mrs. McPherson was summoned to the life eternal September 7th, 1874. This worthy pioneer couple became the parents of four sons and four daughters, concerning whom the following brief data are consistently entered in this sketch: William, Jr., is engaged in banking at Howell, Michigan, and was formerly state railroad commissioner of Michigan during Gen. R. A. Alger's term of governorship; Alexander is the immediate subject of this review; Martin J. and Edward G. are engaged in the mercantile business in Howell, continuing the enterprise founded by their honored father in the year 1843; Isabella became the wife of Henry H. Mills, of Kalamazoo County, Michigan; Elizabeth became the wife of Edward P. Gregory, of Howell, Michigan; Mary L. became the wife of Henry T. Browning, of Howell, Michigan; and Ella became the wife of Frederick A. Smith, of Howell, Michigan. The parents were devout

members of the Presbyterian church and were active in its work. They participated in the organization of this church when it was founded, June 16, 1838, becoming two of its charter members. Alexander McPherson was but 2½ months old at the time when his parents severed the ties which bound them to their native land and set forth to establish a new home in Michigan. He was thus reared under conditions and environments which marked the pioneer epoch in this state, and his early educational advantages were those afforded in the common school of the little village of Livingston Center, as Howell was then known. As a boy he began to assist in the work of his father's store, and he early manifested that prescience and business acumen that have so greatly conserved his success as a man of affairs. Of him it has well been said that "he has proven to be a worthy representative of Scotch manliness and has exhibited the salient traits and tendencies of the virile race through which his ancestry is traced." He continued to be identified with various business interests in Howell until 1865, when he further expanded his local influence and connections by becoming the executive head of the private banking firm of Alexander McPherson & Company. This well known Howell institution has held a commanding position in its financial field during the long intervening years and he is still at its head. It is now conducted under the title of Alexander McPherson & Company, with which it began. That Mr. McPherson gained more than local recognition as a financier was shown in the year 1891, when he was called from his old home in Howell to assume the presidency of the Detroit National Bank,—a preferment which came to him as the result of the appreciation of his ability as an executive and as a man of sound and reliable business principals. In the presidency of the Detroit Bank he succeeded the late Christian H. Buhl, as is indicated in a review of the history of the bank, under the title of the Old Detroit National Bank, on other pages of this volume. When the charter of the Detroit National Bank expired and a reorganization took place under the present charter, Mr. McPherson was con-

tinued as the president of the Old Detroit National Bank, so that his term of service as president has been consecutive for the past seventeen years. His wise administrative policy has greatly enhanced the prestige and success of the great institution of which he is the head, and in local banking circles his judgment is recognized as that of an able and sagacious financier. Mr. McPherson is the owner of large tracts of pine land in the upper peninsula of Michigan, as well as in Mississippi and Louisiana. He has a fine stock farm in Livingston county, near his old home, and finds much pleasure in maintaining the place as a model in its line. The farm is equipped with substantial brick buildings and is under a high state of cultivation. On this fine farm have been bred many high class thoroughbred draft and driving horses.

In politics Mr. McPherson is a loyal adherent of the Republican party, but public office has never had aught of allurements to him and he has invariably refused to permit the consideration of his name in connection with candidacy for preferment of this order. He and his wife are earnest members of the First Presbyterian church of Detroit, and he has served as one of its trustees since 1894. He is a member of the Detroit Club, the Country Club, the Michigan Club, and the St. Clair Shooting & Fishing Club. Through these social organizations he finds relaxation from the cares of business, as does he also in travel and in the gracious associations and environments of his beautiful home. With a high sense of his personal stewardship, he places a true valuation upon his fellow men, is tolerant and kindly in his judgment and holds the confidence and esteem of all who have come within the sphere of his influence. The courtesy and benignancy of the "old school" are intrinsically his, and amid the cares and perplexities of wide and important business interests he finds time to appreciate the higher ideals of life and to be humanity's friend in the broad generic sense.

In September, 1860, was solemnized the marriage of Mr. McPherson and Miss Julia C. Ellsworth, of Greenville, Michigan. She was born at Salina, Wisconsin, 1840, and is a

daughter of Dr. William H. Ellsworth, who was one of the honored pioneers of Greenville, Montcalm county, Michigan.

EDWARD W. JENKS, M. D., LL. D.

One of the most distinguished physicians and surgeons who have lent dignity and honor to the medical profession in the state of Michigan, and one whose reputation far transcended local limitations, was the late Dr. Edward W. Jenks, of Detroit, where he maintained his home for many years, and where his name will be held in lasting honor. In the general work of his profession he attained much of success and distinction, as did he also in its educational and, more specifically, scientific departments, and he brought to his noble calling the strength and devotion of a great soul and a great mind. The records of such representatives of the world's workers and benefactors should assuredly not be allowed to perish, and a publication of this order exercises its supreme function when it takes recognition of their lives and services.

The lineage of the Jenks family is traced to English origin and staunch Quaker stock. A distinguished representative in the direct line was one of the early colonial governors of Rhode Island, and in the various generations have been found men of prominence in professional, business and public service. Edward W. Jenks was born at Victor, Ontario county, New York, March 31, 1833, and his death occurred March 19, 1903, while he was en route home from a trip to Mexico, on a train of the Wabash Railroad. The Doctor was a son of Nathan and Jane (Bushnell) Jenks, and the former was a son of Obediah and Clarinda (Watrous) Jenks. Nathan Jenks was a leading merchant of Victor, New York, for many years, and was a man of fine intellectuality and sterling character. He belated in northern Indiana and did much to further the development of that section. He secured especially large holdings in La Grange county, where he founded the village of On-

tario, and in 1843 he removed with his family to La Grange, where he passed the residue of his long and useful life. He founded and partially endowed the La Grange Collegiate Institute, which, for many years, was one of the leading educational institutions of its class, having a high reputation throughout Indiana and adjoining states. It was in this well ordered school that the subject of this memoir received his earlier educational discipline, as he was about ten years of age at the time of the family removal to Indiana. He continued his studies under the direction of private tutors, and finally entered the medical department of New York University, where he remained until impaired health compelled his relinquishment of his studies. He continued his medical studies in Castleton Medical College, at Castleton, Vermont, graduating in 1855. He returned to his home in La Grange county, Indiana, where he entered upon the strenuous career of a country doctor. The discipline proved most beneficial, however, as he soon regained his physical strength. He there continued his professional work with much success, and his services were in demand also in adjoining counties in Indiana and Michigan. After the establishment of Bellevue Hospital Medical College, in New York city, he took a post-graduate course in that institution, in which his former preceptor, the distinguished Dr. James R. Wood, was a member of the faculty. From this college he received the *ad eundem* degree in 1864, and in the spring of the same year he took up his residence in Detroit, Michigan, where he entered into service as a contract surgeon for the United States Army, and where he soon built up a large and thoroughly representative private practice,—the diametrical result of his ability and his engaging personality. For four years Dr. Jenks was one of the most valued editors of the Detroit Review of Medicine, of which he was one of the founders, and in 1868 he was elected to the chair of obstetrics and diseases of women of Detroit Medical College, of which he was one of the projectors and founders and of

whose first faculty he was president. He was also called to serve in the chair of surgical diseases of women in the medical department of Bowdoin College, Maine, where he lectured in the spring months of each year, after the close of the season's work in the Detroit college just mentioned. He resigned the position at Bowdoin College in 1875, owing to other exigent demands placed upon his time and attention. His life was one of consecutive endeavor and he was always a hard worker, through his generous endowment of energy into many fields, but, like others, he was compelled to admit that the wings of even Jove's bird sometimes grew weary. Dr. Jenks was for many years surgeon in the department devoted to the diseases of women and children in both St. Luke's and St. Mary's hospitals and was consulting surgeon of the Woman's hospital of Detroit. His labors extended even farther in this line of professional service, for he was one of the attending physicians of Harper hospital from the time of its organization, until his resignation, in 1872. For a number of years he was chief surgeon of the Michigan Central Railroad, and his professional alliances were many and distinguished. He was president of the Michigan State Medical Society in 1873, and was later elected an honorary member of the same, after his removal to Chicago. He also served as president of the Detroit Academy of Medicine, and was an honorary member of the Maine Medical Association, the Ohio State Medical Society, the Toledo Medical Association, the Cincinnati Obstetrical Society, the Northwestern Medical Society of Ohio, besides other similar organizations of minor order. He was a corresponding member of the Gynecological Society of Boston, a fellow of the Obstetrical Society of London, England, and was one of the founders and active members of each the American Gynecological Society and the Detroit Medical and Library Association. He was a valued adherent of the American Medical Association, of whose obstetrical section he was chairman in 1878.

The year 1879 marked the conferring upon Dr. Jenks of the honorary degree of Doctor of Laws, by Albion College, at Albion, Michigan, and also the issuing to him of a call to fill the chair of medical and surgical diseases of women and clinical gynecology in the Chicago Medical College, where he succeeded the distinguished Dr. W. H. Byford, now deceased. The removal of Dr. Jenks to Chicago, in October, 1879, was viewed with distinctive regret by his confreres and the general public in Detroit, but he felt that he was entering upon a wider field of labor, and his ambition was ever an inspiration of action. He filled most admirably his collegiate chair in Chicago, where he also built up a large private practice. Failing health caused him to resign his position in the college in 1882, and in that year he established a private hospital for the treatment of the diseases of women, at Geneva, Illinois, the while continuing his residence and practice in Chicago. Notwithstanding his great success he found that the tension of his work in Chicago and the effects of its climate were making serious inroads on his health, and in 1884 he returned to Detroit, where he thereafter continued to reside until he was called from the scene of earthly endeavors, in the fulness of years and well earned honors.

Dr. Jenks early came to a realization of the value of concentration in his professional work and recognized fully that specializing was destined to become a most important phase of the same. He, therefore, devoted himself with all of fervor and zeal to the specialty in which he attained to so great distinction and on which his high professional reputation largely rests now that he has passed away. His special or specific labors, as suggested by foregoing statements, were in the field of gynecology and obstetrics, and in these lines he was a recognized authority, even as his numerous articles and publications in this department remain to-day distinctly authoritative. Within the compass of this article it is impossible to enter into full detail regarding his contributions to medical literature, but

among the more important of such offerings may be noted the following: "The Use of Viburnum Prunifolium in Diseases of Women;" "The Cause of Sudden Death in Puerperal Women;" "Perineorrhaphy, with Special Reference to its Benefits in Slight Laceration, and a Description of a New Mode of Operating;" "On the Postural Treatment of Tympanites Intestinalis Following Ovariectomy;" "The Relation of Goitre to the Generative Organs of Women;" "The Treatment of Puerperal Septicemia by Intra Uterine Injections;" "The Practice of Gynecology in Ancient Times," translated and published in the *Deutsche Archiv für Geschichte der Medicin und Med. Geographie*, by Dr. Kleinwächter, to which is given an extended introduction, with strong commendation of the research and careful investigation made by Dr. Jenks; "Contribution to Surgical Gynecology," read before the Illinois State Medical Society; and many other articles of great scientific and professional value. Of the estimate placed upon Dr. Jenks by his profession it is possible to give example from distinguished sources, and in point of this is entered the following appreciation from Dr. Thaddeus A. Reamy, of Cincinnati: "His reputation as a writer is so thoroughly international that we need not speak of it, for I could add nothing to it. His articles show great research, especially in classic history along the line of obstetrics and gynecological art and literature. He has long since proved himself an able teacher. He is a skillful operator in gynecological and obstetrical surgery." In 1887 Dr. Jenks established a private hospital for the treatment of the diseases of women, at 626 Fort street west, and this he designated as "Willow Lawn." He made the home or hospital a distinctive power for good in the community.

Dr. Jenks' devotion to his profession was one to which all else was subordinated, and he found his greatest pleasure in his study and in the active work of the vocation in which he achieved so much of success and distinction.

He was a man of scholarly attainments, of positive character and of deep human sympathy. He made much of his life and its angle of influence widened graciously to compass and aid his fellow men. His ministrations to those in distress were ever kind and solicitous, and from the deep sources of his essentially strong and noble nature came refreshing draughts for those who came within the sphere of his influence. As a citizen he was loyal and public-spirited, though he had neither time nor inclination to enter into active association with political affairs, and his home life was one ideal in every respect.

Dr. Jenks was twice married. In 1857 he wedded Miss Julia Darling, a daughter of J. H. Darling, of Warsaw, New York, and she died soon after their removal to Detroit, leaving no children. On the 8th of November, 1867, was solemnized the marriage of Dr. Jenks to Miss Sarah R. Joy, eldest daughter of Detroit's distinguished citizen, the late James F. Joy, to whom a memorial tribute is dedicated on other pages of this work. He is survived by two children,—Martha J., who is now the wife of Lieutenant-Colonel H. O. Peley, of the medical department of the United States army; and Nathan, who is a representative physician and surgeon of Detroit, where he is well upholding the prestige of the name which he bears.

DR. NATHAN JENKS, only son of the subject of this memoir, was born in Detroit, on the 3d of June, 1872, and after completing the curriculum of the public schools of his native city he entered Dartmouth College, in which he was graduated as a member of the class of 1896, with the degree of Bachelor of Science. He next entered Bellevue Hospital Medical College, from which he went to the medical department of Cornell University, New York city, in which he was graduated in 1899, with the degree of Doctor of Medicine. After his graduation he became a member of the house staff of Bellevue hospital, in New York, where he remained until June, 1900, when he returned to Detroit, where he has since been estab-

lished in the practice of his profession. He is a member of the Michigan State Medical Society, the American Medical Association, the Wayne County Medical Society, and the Detroit Academy of Medicine, lecturer on obstetrics and clinical midwifery in the Detroit College of Medicine, and is visiting obstetrician to the Woman's Hospital and Infants' Home. In a social way he is identified with the Detroit Club, the University Club, the Detroit Boat Club, and the Society of Colonial Wars.

On the 8th of October, 1902, Dr. Nathan Jenks was united in marriage to Miss Elizabeth Cady, daughter of D. D. Cady, a member of the well known wholesale grocery concern of Lee, Cady & Company, of Detroit.

SILAS B. COLEMAN.

Among the strong and honored figures in the financial and business circles of Detroit and the state of Michigan was Silas B. Coleman, whose capitalistic interests were varied and important, and who stood as a type of the steadfast, honorable and upright business man and loyal and public-spirited citizen. It was his to render valiant service to the nation in the civil war, and his life throughout was dominated by the same high sense of duty which prompted him as a youth to go forth in defense of the integrity of his native land. He died at his home, 182 McDougall avenue, Detroit, on the 10th of January, 1908, as the result of an attack of pneumonia, his illness having been of but one week's duration. He had been a resident of Detroit for nearly forty years and within this time had gained and maintained a positive and secure place in the respect and esteem of the community. At the time of his death he was president of the National Loan & Investment Company, and vice-president of the Detroit United Bank, two of the representative financial institutions of the state.

Mr. Coleman was born in New York city, on the 29th of July, 1843, and was a scion of families founded in America in the colonial era of our national history. He was afforded

good educational advantages in his youth and when but nineteen years of age he enlisted in the United States navy, in 1862. He was assigned to duty in the quartermaster's department, and served with distinction, on the gunboats "Tyler" and "Mound City," in all the engagements on the Mississippi river from Fort Donelson to Vicksburg and Grand Gulf, under Admirals Porter and Davis. He continued in the navy until the close of the great struggle between the north and south and then received his honorable discharge.

After the close of the war Mr. Coleman returned to the state of New York, where he remained until 1870, when he took up his residence in Detroit, with whose business and civic life he was thereafter continuously identified until his death. Soon after locating in Detroit Mr. Coleman, whose previous experience had well qualified him for the office, was made cashier of the People's Savings Bank, and he continued incumbent of this position until 1890. It was largely due to his discriminating policy, wise counsel and marked administrative ability that this institution attained to so great prestige and success, placing it among the leading banks of the city. Mr. Coleman resigned the position of cashier of the People's Savings Bank to accept that of treasurer of the National Loan & Investment Company, which had been organized in the preceding year, and he continued incumbent of this office until he was elevated to that of president of the corporation, as the successor of Francis F. Palms. He continued as chief executive officer of the institution until his death and was also a vice-president of the Detroit United Bank. Description of the National Loan & Investment Company is given on other pages of this volume, and reference should be made to the article as supplementary to this brief review of the life of Mr. Coleman.

In politics Mr. Coleman gave his allegiance to the Republican party, though he never sought or desired the honors of public office. He was affiliated with the Military Order of the Loyal Legion and with Detroit Post, Grand

Army of the Republic, besides holding membership in the Yondotega Club and other social organizations. He was a man of broad intellectual grasp, of sterling integrity and of distinctive business ability, so that he was well qualified for leadership and for the handling of affairs of wide scope and importance, while to him was ever accorded the unequivocal confidence and esteem of those with whom he came in contact in the various walks of life.

Mr. Coleman was twice married,—first, to Miss Rebecca Backus, who is survived by two sons and one daughter: Archibald, who is a representative business man of Minneapolis, Minnesota; Emily M., who is the wife of William Crabtree, of Sanford, North Carolina; and Frederick W. B., who is engaged in business in London, England. In 1870 Mr. Coleman was united in marriage to Mrs. Flora B. (Standart) Van Huse, who survives him. No children were born of the second marriage.

CHARLES H. CAMPBELL.

The history of jurisprudence and the legal profession in Michigan must ever pay a tribute of highest honor to the late Judge James V. Campbell, who was a member of the supreme court of the state, serving for many years on the bench, and of this distinguished jurist the subject of this sketch is the third son. A memoir to his father appears in this work, as well as a sketch of the life of his brother, Henry M. Campbell, with whom he is associated in the well known firm of Russel, Campbell, Bulkley & Ledyard.

Charles Hotchkiss Campbell was born in Detroit, the date of his nativity having been July 18, 1858. He completed the curriculum of the excellent public schools of the city, being graduated in the high school in 1876. He then entered the literary or academic department of the University of Michigan, in which he completed the Latin and scientific course and was graduated as a member of the class of 1880. He received from this noble institu-

tion of the state his well earned degree of Bachelor of Philosophy, and soon afterward began reading law in the office of Alfred Russell, a representative member of the Detroit bar. He made rapid progress in his absorption and assimilation of legal lore and was well fortified for the active work of his profession at the time when he applied for and gained admission to the bar of his native city and state, in 1882. He forthwith became a member of the firm of which his brother was at the time junior member, and this alliance has since continued, with uniform harmony and success. The subject of this review has amply shown his mettle in many sharp legal contests and stands high in the esteem and confidence of his professional confreres as well as the general public of the city which has ever been his home. He is a Republican in politics and is a prominent member of Christ church, Protestant Episcopal, being also a member of the board of trustees of the diocese of Michigan.

WILLIAM C. SPRAGUE.

As a representative member of the bar of Michigan and as founder of the Sprague Correspondence School of Law, which exercises most beneficent functions in its prescribed province, Mr. Sprague merits distinctive recognition in this publication. He is especially fortified in his wide and comprehensive knowledge of the science of jurisprudence and as a publisher of legal periodicals and technical works he has attained to a noteworthy reputation in professional circles. His correspondence school is established upon the basis of absolute legitimacy and is one of the worthy and valued educational institutions of Detroit.

Mr. Sprague finds a mode of just satisfaction in claiming the old Buckeye state as the place of his nativity. He was born at Malta, Morgan county, Ohio, on the 25th of February, 1860, and is a son of Hon. William P. and Martha Ann Sprague. The father was one of the prominent and influential citizens of Ohio and represented his district in congress from 1871 to 1875. He was for many years one of

the leading business men of Connellsville, Ohio, where he was a manufacturer of agricultural implements and also president of the First National Bank.

The early educational discipline of the subject of this sketch was secured in the public schools of Connellsville and after completing the curriculum of the same he was matriculated in Dennison University, at Granville, Ohio, in which he was graduated as a member of the class of 1881, receiving the degree of Bachelor of Arts. In preparing himself for his chosen profession Mr. Sprague availed himself of the advantages of that excellent institution, the Cincinnati Law School, in which he was graduated in 1883 and from which he secured his degree of Bachelor of Laws. He was admitted to the bar of his native state on his graduation and in 1883 he took up his residence in the city of St. Paul, Minnesota, where he engaged in the practice of his profession, in partnership association with William Foulke, under the firm name of Foulke & Sprague. He remained in Minnesota's capital city until 1885 and there his professional novitiate was marked by distinctive success. In the year last mentioned he came to Detroit, where he continued the practice of his profession in an individual way. In 1887 he formed a partnership with Charles H. Carey, under the firm name of Sprague & Carey, and this alliance obtained until the fall of 1888, when Mr. Carey removed to Portland, Oregon. In his law practice thereafter Mr. Sprague was alone, and he gained much prestige and success, having a representative clientage and appearing in connection with important litigations in both the state and federal courts. Owing to the exactions of other interests he has given but little attention to active practice since 1902.

In 1889 Mr. Sprague organized the Collector Publishing Company (afterwards the Sprague Publishing Company), which was incorporated under the laws of the state, with officers as here noted: William C. Sprague, president; Griffith O. Ellis, vice-president; and Jacob Cotner, Jr., secretary and treasurer. Ow-

ing to impaired health Mr. Sprague retired from the presidency of the company in the autumn of 1908, and was succeeded by Griffith O. Ellis. He retains, however, the office of chairman of the directorate. The company now affords employment to fifty persons, in the handling of its editorial and business affairs. The publications of the company are principally those pertinent to the legal profession, one of the periodicals being "The American Legal News," which is issued monthly. This was founded in 1889 and has a circulation in practically all English-speaking countries. In 1893 Mr. Sprague also established the "Law Students' Helper," which is published each month and which likewise has a wide circulation. Both of these journals are under the direct supervision of Mr. Sprague and are maintained at a high standard, both technical and literary. In 1900 Mr. Sprague founded the "American Boy," and this popular monthly also is published by the Sprague Publishing Company, having attained in seven years one hundred and twenty-five thousand subscribers. Mr. Sprague is a trustee of Kalamazoo College and also of the Michigan Military Academy.

Mr. Sprague is a writer of much versatility and has done much in a literary way, aside from his work along professional and educational lines. He is the author of an abridgement of Blackstone's Commentaries, and the work has met with a most favorable reception, not only on the part of law students but also upon that of leading practitioners. Among others of his published books may be noted the following: "Eloquence and Repartee in the American Congress," "Flashes of Wit from the Bench and Bar," and "After Dinner Speeches." He was the founder of the "National Bankruptcy News and Reporter," which he disposed of in 1897. In 1895 he published a valuable work, entitled "How to Write," a guide for literary workers. He has also written a number of novels and books for boys, having ever taken a deep interest in the youth of the country and having himself the spirit of perennial boyhood, which the cares and ex-

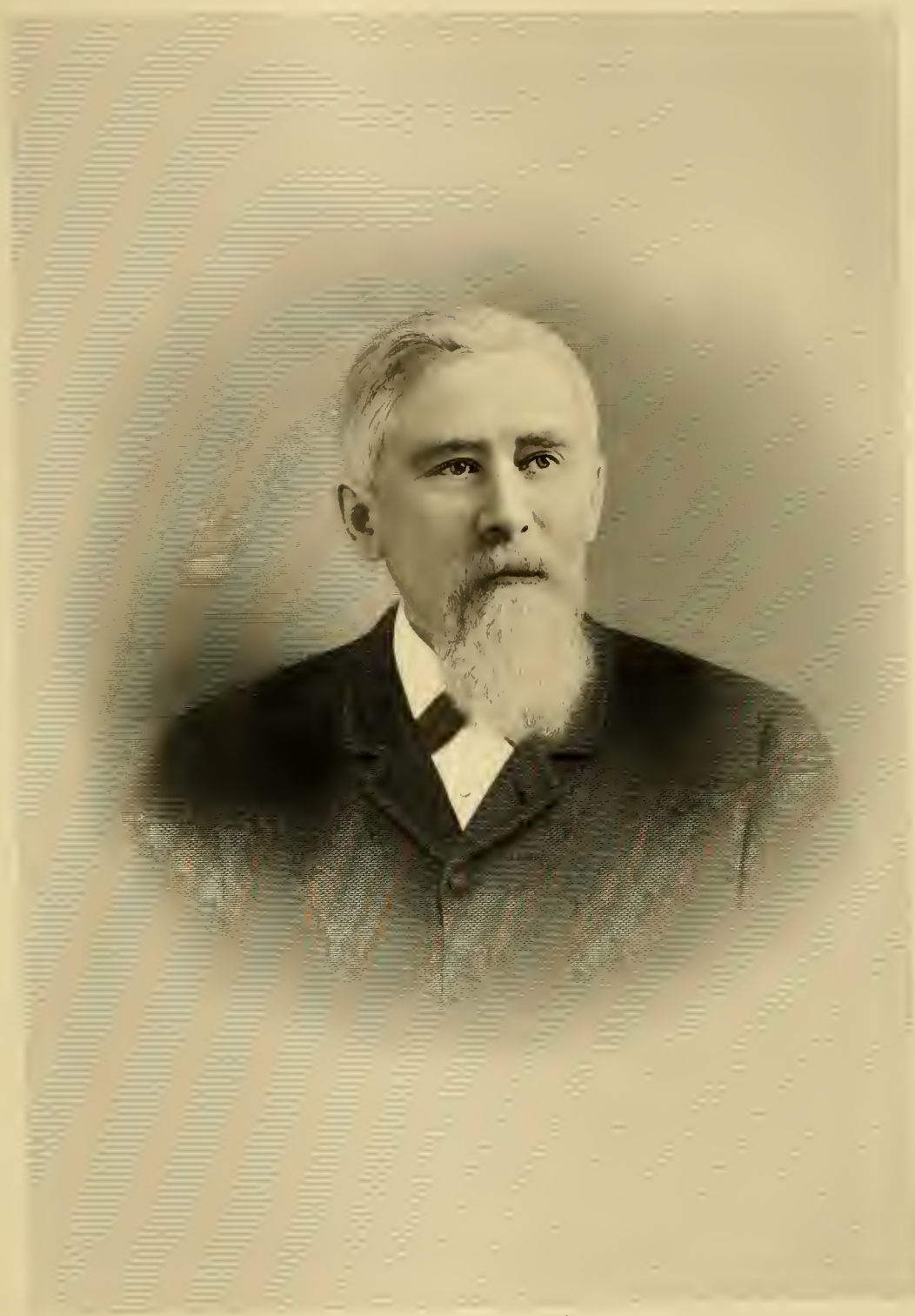
actions of a singularly active business and professional life have proved impotent to eliminate. Mr. Sprague was one of the prime factors in effecting the organization of the Commercial Law League of America, of which he was the first president, and he also served six years as chairman of its executive committee. He was the first president of the Ohio Society of Detroit and takes a lively interest in its affairs. In politics Mr. Sprague gives a stanch allegiance to the Republican party and he is admirably fortified in knowledge of the questions and issues of the hour and in that of basic political and civic economics. He is a member of the Woodward Avenue Baptist church, and has been active and zealous in the various departments of the church work. He is affiliated with the Masonic fraternity, being identified with both the York and Scottish Rite bodies. He is a member of the Detroit Board of Commerce and chairman of its entertainment committee, and is also a member of the Detroit Club.

On the 24th of June, 1885, was solemnized the marriage of Mr. Sprague to Miss Caroline Ellis, daughter of Griffith Ellis, a prominent citizen of Urbana, Ohio, and the children of the union are William Griffith and Marian Silvey Sprague. Mr. Sprague has a beautiful summer home, "Twynwood," at Grosse Ile. His city residence is the Woodward Apartments, Detroit.

TRAUGOTT SCHMIDT.

The great empire of Germany has contributed a most valuable element to the cosmopolitan social fabric of our American republic, which has had much to gain and nothing to lose from this source. Among those of German birth and ancestry who have attained to success and precedence in connection with business affairs in Detroit was the late Traugott Schmidt, who was a citizen of sterling character, honored by all who knew him and influential in both civic and commercial life.

Mr. Schmidt was born in the province of



Frederick H. Schuch

Reuss, Germany, in the year 1830, and was a son of Carl C. and Susanna (Plarre) Schmidt, who likewise were natives of the same province, where they passed their entire lives. There the Schmidt family had been engaged in the tanning business for more than twelve generations, and the family was founded in the province of Reuss in the fourteenth century of the Christian era, the original orthography of the name having been Czemicz.

The subject of this memoir was afforded the advantages of the excellent schools of his native land but early began to acquire experience in connection with the practical duties of life. As a boy and youth he learned the tanner's trade in his father's establishment, where he remained until he had attained to the age of nineteen years, when, in 1849, he came to America, as he had become convinced that here were offered superior opportunities for the achieving of success through personal effort along normal lines of enterprise. After passing one year in the city of Baltimore, Maryland, Mr. Schmidt came to Michigan and took up his residence in Flint, where he started a small tannery. Six months later, however, he came to Detroit, to accept a position in the employ of Gottlieb Beck, who was then one of the most influential German citizens of the Michigan metropolis.

In 1853 Mr. Schmidt engaged in business for himself, and thereafter his career was one of consecutive advancement, while he so ordered his course as to retain at each stage of progress the unqualified confidence and esteem of his fellow men. In short, an honorable, straightforward, energetic and successful business career is what stands to the lasting credit of this well known citizen, who passed from the scene of life's mortal endeavors in the fullness of years and well earned honors. In the years last mentioned Mr. Schmidt established himself in a modest business, locating on Monroe avenue, between Beaubien and Antoine streets, and from this small concern he built up one of the most extensive business enterprises of the sort in the middle west. In the early days his operations were largely con-

finied to dealing in deer skins, and in time he secured agents throughout the northwest and bought upon an extensive scale, shipping his products principally to Germany. For a number of years he was also a heavy buyer and shipper of wool, as well as holding distinctive prestige as a fur merchant. As his business increased in scope he made good use of his opportunities and showed his determinate business acumen by establishing a branch house in Gera, Germany. For many years he visited his native land annually, and he maintained personal supervision of his branch house in Gera.

Mr. Schmidt's early experiences as a buyer of hides and furs were of a sort that gave him a full appreciation of the life of the pioneer. During his earlier business career in Detroit he traveled along the entire lake shore from this city to Saginaw bay, and even made his way across Lake Michigan into Wisconsin, traveling when possible with a horse and wagon and buying from the various Indian tribes. He gained the good will of the red men and their confidence in him was an element of no slight importance in furthering his success in the earlier stages of his independent business operations. Mr. Schmidt was among the first to come to an appreciation of what Detroit's future might be, and he showed the courage of his convictions by making judicious investments in city realty. He erected the Valpey block, on Woodward avenue, and the Schmidt block, on Monroe avenue. The latter was finally destroyed by fire, but he erected other business buildings and also numerous dwelling houses in the city. From the gradual appreciation in the value of Detroit real estate he reaped large financial returns.

Mr. Schmidt was one of the organizers and incorporators of the Wayne County Savings Bank, of which he was a trustee for a number of years, but he finally disposed of his stock in this institution. In politics he was a stalwart in the camp of the Republican party, and he was a zealous supporter of the cause of the Union during the civil war. As a citizen he was loyal and public-spirited, and he was well

known and distinctively popular in the city in which he so long maintained his home. He died on the 17th of May, 1897, on the steamer "Trave," while en route home from Germany. He was identified with the Germania Bowling Club and the Harmonie Society.

In 1856 Mr. Schmidt was united in marriage to Miss Wilhelmina Beck, daughter of Gottlieb Beck, of Detroit, and she passed away in 1863. She is survived by two children,—Carl E., and Miss Ida W., who still reside in Detroit. For his second wife Mr. Schmidt married Miss Mary R. Beck, a sister of his first wife, and she survives him, as do also their four children,—Edward J., of Detroit; Clara, the wife of Hugo Scherer; Alma L., the wife of William Hoffman, of Leipzig, Germany; and Albert H., of this city.

The business so long ago established by the honored subject of this memoir is still continued. In 1889 the business was incorporated, with a capital stock of two hundred thousand dollars, and Traugott Schmidt remained president of the company until his death.

FRANK T. LODGE.

Recognized as one of the representative members of the bar of the state of Michigan and controlling a large and important practice, Mr. Lodge has been successfully engaged in the practice of his profession in Detroit for nearly a quarter of a century. He was born in Madison, Indiana, and is a son of John J. Lodge, who was for many years a successful merchant and influential citizen of that place and who passed the closing years of his life in Detroit, where he lived virtually retired from all business pursuits.

Mr. Lodge was afforded the advantages of the public schools of Indianapolis, Indiana, where he was graduated in the High School as a member of the class of 1876. Shortly after leaving school, Mr. Lodge began the reading of law in the office and under the preceptorship of the firm of Porter, Harrison & Fishback, of Indianapolis, and in 1878, when Mr. Porter, of this firm, was appointed First

Comptroller of the United States Treasury, the subject of this review became his confidential clerk. He retained this incumbency until the following year, when he was given official preferment as a Treasury Expert Accountant in Cincinnati. Of this position he continued in tenure until 1880, when his former preceptor, Hon. Albert G. Porter, was elected Governor of Indiana, and he was tendered the position of private secretary to the chief executive. He declined this appointment, however, and shortly afterward became confidential law clerk of Judge William Lawrence, who succeeded Mr. Porter as First Comptroller of the United States Treasury. From that time forward until 1881 Mr. Lodge represented the First Comptroller's office before the different committees of congress and the various executive offices. In the year last mentioned he was sent to Kansas as the representative of Judge Lawrence and Jeremiah S. Black to effect an adjustment of the troubles with the railroad companies in connection with the Osage Indian ceded land case, and he handled this important matter with marked discrimination and ability. In the autumn of the same year he was matriculated in Indiana Asbury University, now known as De Pauw University, in which he was graduated as a member of the class of 1884, receiving the degree of Bachelor of Arts and gaining first honors in modern languages. In his senior year, owing to the absence of the regular incumbent of the office, he was called to the chair of modern languages in his alma mater, and in 1887 this institution conferred upon him the degree of Master of Arts.

In 1885 Mr. Lodge was admitted to the bar of the state of Michigan, and in the following year he established himself in the practice of his profession in Detroit, where his success has been cumulative from the start,—representing, as it does, his devotion to and appreciation of the dignity of his profession, and his thorough knowledge of the science of jurisprudence. He has demonstrated his powers as a strong and versatile trial lawyer, having been concerned with much important litigation

in state and federal courts, and is and has been the representative of many large corporations, incidental to which he has been identified with the promotion and executive affairs of various railroad and street-railway enterprises and industrial corporations. From 1893 to 1895, as attorney for the receiver, he had control of the operation of the Owosso & Corunna street railway, and he effected a reorganization of the company and the re-equipment of the road, whose interests he ably represented in various litigations. In 1894 Mr. Lodge was appointed to the professorship of Medical Jurisprudence in the Michigan College of Medicine & Surgery, and he retained this chair until 1906, when exactions of his private practice required his resignation. He has made a specialty of medico-legal, corporation and insurance law, and in these fields of professional work he is a recognized authority and has been eminently successful. He is now Medico-Legal Expert for the city of Detroit, his duty being to handle the medical evidence in the numerous personal injury suits against the city.

In politics Mr. Lodge is aligned as a stalwart advocate of the principles and policies for which the Republican party stands sponsor, and for many years past his services have been in demand as a campaign speaker,—a province in which he has done most effective work. He is prominently identified with the Masonic fraternity and in 1899 served as Grand Master of the Grand Lodge of Michigan. From 1903 to 1907 he served as Grand Lecturer of the Grand Lodge, his field being the entire state of Michigan. He is also a thirty-third degree Mason and Commander-in-Chief of Michigan Sovereign Consistory, thirty-second degree. He holds membership in various professional organizations, and is identified with the Wayne Club, the Fellowcraft Club and the Detroit Boat Club.

WILLIAM POST HOLLIDAY.

Success in any line of occupation, in any avenue of business, is not a matter of spontaneity, but represents the result of the appli-

cation of definite subjective forces and the controlling of objective agencies in such a way as to achieve desired ends. Mr. Holliday has realized a large and substantial success in the business world and his career has well exemplified the truth of the foregoing statements. He occupies to-day a prominent place in the financial circles of the city of Detroit and is the controlling force in one of its important industrial enterprises. He has large capitalistic interests, distributed among various commercial, financial and industrial enterprises, and is one of the distinctively representative manufacturers of the city. Progressive and energetic in the management of these varied affairs, loyal and public-spirited as a citizen, he holds a secure position in the confidence and esteem of the community and has contributed in large measure to the material advancement of the city in whose still greater commercial and civic prestige he is a firm believer. He is president of the Holliday Box Company, of which he was the founder, and of the Central Savings Bank of Detroit, both of which are mentioned on other pages of this volume. He is also president of the United States Board & Paper Company, of Carthage, Indiana, one of the most important concerns in its line of manufacture in the Union.

William Post Holliday was born in Springfield, Erie county, Pennsylvania, on the 9th of January, 1852, and is the son of William and Fannie Eunice (Post) Holliday. His ancestors, both on the paternal and maternal side, settled in America during the early colonial period, and numbered among them were men who achieved distinction in the French and Indian wars, the war of Independence and in the commercial, civil and social life which followed. James Holliday, the first of the family to reach the New World, was a native of Annandale, in the valley of the Annan river, Scotland, who removed to northern Ireland, and from there emigrated, in 1730, to America, where he became one of the first white men to settle in what is now Franklin county, Pennsylvania, where he experienced the vicissitudes

and endured the labors incident to the time. He took part in the warfare which was constantly being waged with the Indians, was commissioned a lieutenant in March, 1756, and in the fall of the same year, while on an expedition against the savages, met his death at their hands. He married Elizabeth McDowell, a native of Ireland. John Holliday, a son of James and Elizabeth (McDowell) Holliday, was commissioned lieutenant June 25, 1775, and on the commencement of the war of Independence joined the Continental army, in which he was commissioned captain, September 25, 1776. He later became a member of a volunteer corps, and while in service on Long Island was made prisoner. Adam and William Holliday, brothers of James Holliday, were the founders of Hollidaysburg, Pennsylvania. Adam was one of the most active patriots of his section, while William was a soldier in the Continental line in the war of Independence and was commissioned lieutenant. Samuel Holliday, grandfather of our immediate subject and son of Captain John Holliday, was born in Chambersburg, Pennsylvania, on the 26th of November, 1755. On the 23d of March, 1797, he married Jeannette Campbell. Taking his bride, he began his honeymoon in making the extremely hard and trying journey through the almost impassable forests to Lake Erie. He arrived in what is now Erie county, Pennsylvania, on the 21st of April, and purchased a tract of land seven hundred acres in extent, located in what is now the township of Springfield. He was the fifth white man to settle in this county and was known as the most capable Indian fighter of his time and section, his trusty McCreary rifle being his constant companion. He died on the 10th of November, 1841, an honored and influential citizen of his county.

William Holliday, the father of our subject, was born in Springfield, Erie county, Pennsylvania, on the 7th of November, 1808. His entire life was spent in the management of farming and timber lands. He was a man of lofty integrity, strong intellectual powers and

was an influential and highly respected citizen. His death occurred on the 25th of April, 1877, at the age of sixty-nine. On the 17th of December, 1840, he married Fannie Eunice Post, daughter of Joseph Post, Jr., of Granby, Connecticut. Mrs. Holliday was a lineal descendant of Stephen Post, a native of England, who emigrated to America in 1634, settling in Massachusetts colony, and afterward removing to Connecticut, of which colony he was one of the original patentees, and his name appears in the charter granted by Charles II. A portion of the city of Hartford occupies the land originally granted to him. He became one of the important personages in the colony, was appointed to confer with Uncas, chief sachem of the Mohegan tribe of Indians, regarding boundry disputes, and was made a beneficiary in the will of the noted chieftain to the extent of a considerable tract of land. His son, Thomas, married Rebecca Bruen, daughter of the Hon. Obadiah Bruen, one of the founders of Plymouth colony, appointed commissioner in 1642, and a man of great influence in the colony. Joseph, the son of Thomas and Rebecca (Bruen) Post, was a soldier in the Continental line in the war of Independence, enlisting at Waterbury, Connecticut, July 7, 1778. He married his first cousin, Mary Post, the daughter of Lieutenant Abraham Post. Joseph Post, son of Joseph and Mary Post, was also a soldier in the war of Independence, serving throughout the struggle. He married, on the 21st of March, 1765, Mary Denison, of Connecticut. Their son, Joseph, Jr., was born May 7, 1772. He married Clarissa F. Wilcox, of Granby, Connecticut. They were the parents of four children, of whom Fannie Eunice (Mrs. William Holliday) was the youngest.

Four children were born of the union of William Holliday and Fannie Eunice Post. Their names in order of birth, with brief incidental record, are as follows: Samuel V., who served with distinction in the civil war, entered the Union army and was made paymaster with the rank of major; he was afterward promoted brevet lieutenant-colonel, and served

until 1865, when he received his honorable discharge. He was appointed Commissioner of Customs of the United States by President Harrison in 1889. Eliza Jane is the widow of the Hon. David M. Richardson, who was a prominent manufacturer of Detroit. James Campbell Holliday is a resident of Springfield, Pennsylvania, and William Post Holliday is the subject of this review.

William Post Holliday received his early education in the public schools of his native place and later continued his studies in the Springfield Academy. His collegiate preparatory course was taken in Ann Arbor, Michigan, and in 1868 he entered Cornell University, at Ithaca, New York, which institution was opened that year, so that his is the distinction of having been a member of the first class to be matriculated in the university. He entered the literary department, in which he completed an elective course in 1871. In October, 1872, Mr. Holliday took up his residence in Detroit, where he entered the employ of the late David M. Richardson, one of the leading manufacturers of matches in the Union. He was employed in the various departments of the factory, gaining intimate knowledge of all details and process of manufacture and in 1875 was made superintendent of the plant, a position which he creditably filled until 1878. In the year last mentioned he instituted his first independent business venture, by engaging in the manufacture of paper boxes, and from the modest enterprise thus established has been developed the extensive and important business of the Holliday Box Company, of which he is president and in which he has been the controlling force since its start. Of his efforts in this connection more detailed information is given in an article descriptive of the company, and to the same the reader may consistently refer for supplemental information. In 1904 Mr. Holliday was elected president of the Central Savings Bank, and this chief executive office he has since retained, being known as a discriminating financier and having assisted in bringing the administrative policy of his bank

up to the point of highest efficiency. He is also a member of the directorate of the American Exchange National Bank and of which institution he has been for many years an influential stockholder. He is also an interested principal in a number of other enterprises which have been of value in the commercial advancement of the city.

Aggressive and broad-minded, Mr. Holliday has wielded a specially potent influence in industrial and financial affairs during the past fifteen years, and the city has few who are more appreciative of its attractions and advantages and whose faith in its future development is of more insistent and loyal type. In the organization of the Detroit Board of Commerce he was one of the most active promoters. He was elected its first treasurer, and since completing his term of office has continued an ardent and tireless worker in the organization. He is a member of the National Association and the Western Association of Paper Box Manufacturers and has served as president of each of these organizations. His political affiliations are given to the Republican party. Political office has never appealed to him, though he never neglects in the least his civic duties and obligations and has taken an influential part in the councils of his party. He is an enthusiastic lover of aquatic sports and the waters of the river and lakes afford him his chief means of recreation. He is a member of the Detroit Motor Boat Club and his motor boat, the "Nagana," is one of the best examples of this class of marine architecture belonging to the large fleet of this popular organization. He is also a member of the Lake St. Clair Fishing & Shooting Club, the Detroit Athletic Club, the Bankers' Club of Detroit, the Detroit Club, Sons of the American Revolution and Society of Colonial Wars.

On the 10th of June, 1880, was solemnized the marriage of Mr. Holliday to Miss Marion Barker Ramsey, daughter of the late John Ramsey, who was a resident of Elizabeth, New Jersey and who was engaged in the wholesale dry-goods business in New York city for many

years. Mr. and Mrs. Holliday have one daughter, Mabel, who was graduated from the Detroit Home & Day School in 1902, finishing at Mrs. Hazen's school, at Pelham Manor, New York, in the class of 1903. Mrs. Holliday is a woman of broad education and refinement. The family have long been prominent in the best social life of the city and the attractive home, on Davenport street, is known for its gracious hospitality.

HOMER WARREN.

Realty is the basis of all security, and the basis of security in real-estate transactions is found in the probity, knowledge and liberality of those by whom they are conducted. Holding, by reason of prudence, integrity and signal ability, as well as through the wide scope and importance of operations, a position of much prominence among the real-estate dealers of Detroit, Mr. Warren, as senior member of the firm of Homer Warren & Company, has been enabled to exert an emphatic and noteworthy influence in connection with the up-building of the greater Detroit, where his firm's operations have been widely diversified and wholly beneficent in the promotion of the material and civic advancement of the Michigan metropolis. He came to Detroit as a young man and has here achieved marked success and prestige, not only as a progressive business man but in connection with public service, since he is the present incumbent of the office of postmaster of the city. It may consistently be said that he has won success because he deserved it. At all times he has ordered his course along the lines of strictest integrity and honor, and to this fact is due the inviolable confidence and esteem in which he is held by Detroit's representative capitalists and business men as well as by the general public. Incidentally it should also be stated that he has played an important part in the social and musical affairs of Detroit for many years past.

Mr. Warren was born at Shelby, Oceana county, Michigan, on the 1st of December,

1855, and is a son of Rev. Square E. and Ellen (Davis) Warren, both of whom were born in Macomb county, Michigan. Rev. Square E. Warren was one of the prominent and honored members of the clergy of the Methodist church in Michigan, where he labored long and zealously in his noble vocation and where he held various pastorates. He passed the closing years of his life in Armada, this state, where he died in 1900, at the age of seventy-five years. He was a son of Rev. Abel Warren, who likewise was a clergyman of the Methodist church and who was a native of Vermont, the family having been early founded in the old Green Mountain state, where he was reared and educated and whence he came as the original representative of the family in Michigan. He was one of the pioneers of Macomb county, this state, where he secured a tract of wild land and instituted the development of a farm, also devoting much time to the work of the ministry, in which he labored faithfully and zealously among the pioneer settlers. The maternal grandfather of the present postmaster of Detroit likewise was among the sterling pioneers of Michigan, having been an early settler and influential citizen in his community. Mrs. Ellen (Davis) Warren was a resident of Macomb county at the time of her death. From these brief data it will be seen that Homer Warren was signally favored both in the sterling qualities represented in his genealogical line and also in the grateful environments of a home of culture and refinement during the formative period of his character.

Homer Warren was afforded the advantages of the public schools in the various places in which his father held pastorates and he early manifested that self-reliance and definite integrity of purpose which have so significantly dominated his life in all its relations. In 1873, at the age of eighteen years, he left the parental home, which was then established at South Lyon, this state, and came to Detroit, where he became a clerk for the firm of J. M. Arnold & Company, leading dealers in books, stationery, etc. He remained with this concern until 1878, when he resigned his position to accept

that of deputy collector of customs for the port of Detroit, under Digby V. Bell, who served long and efficiently as collector. Upon the change in the national administration in 1885 Mr. Warren tendered his resignation to Mr. D. J. Campau, who refused to accept it, and he continued to fill the position of cashier until 1886, when ill health compelled him to resign. Soon afterward he initiated his association with that line of enterprise in which he has attained to so distinctive success. He established himself in the real-estate business, beginning operations on a modest scale and having desk room in the office of J. W. Beaumont, one of the prominent younger members of the Detroit bar at that time. It may be said incidentally that he paid seven and one-half dollars a month for the office privileges thus secured. His first transaction was the sale of the property at the southwest corner of Woodward avenue and Sproat street,—with a frontage of fifty-two feet on the avenue and one hundred and sixty-seven feet on Sproat street, and the buyer of the property was Richard H. Fyfe, who then, as now, was one of the representative merchants of the city. His clean and correct business methods gained to Mr. Warren from the start the support and fortifying commendation of a number of the most influential citizens, and his business enterprise rapidly expanded in scope. Among his early clients were Levi L. Barbour, the late Joseph H. Berry, Theodore H. Eaton, Hugo Scherer, Colonel Frank J. Hecker, James F. Joy, David Whitney, Jr., and many others whose names are equally well known in the city and state.

In 1892, so wide had become the ramifications of his real-estate business, that Mr. Warren found it expedient to augment his facilities by organizing the firm of Homer Warren & Company, in which he secured as associates and effective coadjutors Cullen Brown and Frank C. Andrews. This firm soon gained unquestioned priority as an important factor in the local real-estate field, and this prestige has shown a cumulative tendency during the intervening years. Their business has been extended into all parts of the state and they have

at times handled large estates outside the limits of this commonwealth. An insurance department was added to the enterprise, and this also has been built up to large proportions in the business handled, as representative of such important companies as the Providence-Washington Insurance Company, of Providence, Rhode Island; the German Alliance, of New York city; the Springfield Insurance Company, of Springfield, Massachusetts; the Phoenix Fire Insurance Company, of Hartford, Connecticut; and the Aachen and Munich, of Aix la Chapelle, France.

In Detroit realty the operations of this firm have been very large and important, their sales of Woodward avenue property alone having represented transactions aggregating fully two millions of dollars. Among the transfers made may be noted that of the site of the Whitney building, Woodward avenue and Grand Circus park, to David Whitney; that of the Washington Arcade, to Colonel F. J. Hecker; the Bresler block, to E. L. Ford and B. F. Berry; the Bagley homestead, to the Fowler estate, besides many other of equal relative importance. Numbered among the best clients of the firm have been Albert Stephens, Henry Stephens, the late E. M. Fowler, William Livingstone and F. E. Driggs.

In 1894 the insurance department of the business was taken into the control of the newly organized firm of Warren, Burch & Company, though the business has been consecutive in its history, with which the subject of this sketch has been identified from the start. Charles E. Burch, who became a member of the new firm at its organization, died in 1896, and his interest was purchased by Cullen Brown. The title of the firm was then changed to its present designation, Warren, Brown & Company. In April, 1907, Charles L. Walker was admitted to membership in the original real-estate firm of Homer Warren & Company. In connection with their general operations in the handling of both improved and unimproved realty this firm also give special attention to rentals and rent-collections. They have under their supervision in this line the following

named buildings in Detroit: Chamber of Commerce, Fine Arts, Gladwin, Cleland, Inglis, Bresler, Young Men's Christian Association (old building), Detroit City Gas Company's buildings, the Cynthia, Kimball and Crook buildings, and the People's Loan Association's apartment building.

In January, 1907, this firm negotiated the sale of property at the corner of Woodward avenue and High streets—one hundred and sixty-five feet on Woodward avenue and three hundred on High—for site for Hippodrome to be built by Cleveland capital—one of the largest transactions of the year.

Mr. Warren has ever been unwavering in his allegiance to the Republican party and he has rendered effective service in the promotion of its cause, being prominent and influential in its local councils and having been more or less actively identified with campaign work. On the 15th of January, 1906, Mr. Warren received, through President Roosevelt, commission as postmaster of Detroit, assuming the duties of the office on the 1st of the following March. He has handled the multifarious details of the service with marked discrimination and his administration is proving altogether satisfactory.

Mr. Warren is an appreciative member of the Masonic fraternity, in which he has advanced in the Ancient Accepted Scottish Rite, besides being identified with the adjunct body, the Ancient Arabic Order of the Nobles of the Mystic Shrine. He holds membership in the Detroit Club, the Detroit Golf Club, the Detroit Automobile Club, and the Young Men's Christian Association, besides being an active and valued member of the Detroit Board of Commerce. Mr. Warren has long been recognized as one of the most talented baritones of Detroit and has been specially prominent in musical circles in the state. His services as a vocalist are called into requisition most frequently and in divers public and social connections.

On the 9th of December, 1878, was solemnized the marriage of Mr. Warren to Miss

Susie M. Leach, daughter of the late Colonel Daniel E. Leach, a distinguished officer in the United States Army. Mrs. Warren died November 16, 1907, leaving no children.

GEORGE HENDRIE.

Coincident with the growth of Detroit in population and commercial importance has been the development of its street-railway system, and in connection with such development no man has been more prominent than George Hendrie, who is frequently referred to as the "Father of Detroit Street Railways." The city owes to his enterprise and progressive ideas much of her advancement to her present proud position as a great industrial center and as one of the most attractive places of residence to be found in the United States. His initiative power has also led him into other fields of enterprise where the public welfare is involved, and he has at all times stood as a high type of loyal and useful citizenship, meriting to the full the confidence and good will of the community.

George Hendrie is a native of the fine old city of Glasgow, Scotland, where he was born on the 9th of February, 1835, being a son of John and Elizabeth (Strathearn) Hendrie. He was afforded the advantages of the schools of his native city, having continued his studies in the Glasgow high school until he had attained to the age of fifteen years, when, in 1849, he became an employe of the Glasgow & Southwestern Railway. Thus it will be seen that his earliest business experience was in connection with transportation, in which line of enterprise he was destined to attain so much prominence in a land far from that of his birth. In 1850 he was in the service of the Edinburgh & Glasgow Railway and later he held a position with George and James Burns, owners of the Glasgow and Liverpool Steamship Line at that time, as well as the Glasgow & Belfast. In 1858, moved by the ambitious spirit which has ever characterized him, Mr. Hendrie came to America, and took up his residence in Hamilton, Canada, where he became an employe of the cartage firm of Hen-



ENCL. BY HENRY TAYLOR, JR.

H. 1800

Gro. Hendrie

drie & Shedden, of which his brother William was senior member. It is interesting to note that Mr. Hendrie still retains an interest in the cartage business in Canada, as well as in the Royal mail service.

On the 1st of April, 1859, Mr. Hendrie located in Detroit, with whose business and civic affairs he has since continued to be identified. Soon after his arrival he established a cartage business in connection with his brother William, under the name of Hendrie & Company, and this was the first enterprise of the kind in the United States. In this connection he secured contracts with the Great Western Railway and the Detroit & Milwaukee Railroad, both of which are now part of the Grand Trunk system. In 1866, more than forty years ago and when street-railway service in Detroit was of a primitive sort, he was instrumental in securing a seven years' lease of the lines and equipment of the Detroit City Railway, whose operations at that time were within the confines here noted: Jefferson avenue, from Third street to Elmwood avenue; Gratiot avenue, from Woodward avenue to Duquindre street railroad crossing; Michigan avenue, from Woodward avenue to Woodbridge Grove, now Trumbull avenue; and Woodward avenue, from Jefferson avenue to Brady street. The total mileage of operated lines was about six and one-half miles and the small "bob-tailed" cars were propelled by horses. Mr. Hendrie and his associates at once began improvements. In 1876 they purchased the franchise and system, whose operation they long continued, constantly improving the service, which was acknowledged to be probably the best in this country at that time. In 1890 they purchased the property of the Grand River Street Railway Company, but prior to this, great extensions had been made in the service,—all under the direction of Mr. Hendrie, whose actuating motive was to keep in advance of the growth of the city. In 1888 he became chief organizer and principal owner of the Hamtramck & Grosse Pointe Railway Company, which was incorporated May 28th of that year. The original company conducted operations under

title of Hamtramck Street Railway Company, and Mr. Hendrie served as its president. In 1892 he promoted in a similar way the Wyandotte & Detroit River Railway, and in 1895, the Detroit & Pontiac Railway. Thus he was the one who initiated the development of inter-urban electric transportation as touching Detroit and Michigan.

In 1891 the original systems and extensions were sold to the Detroit Citizens' Street Railway Company, as Mr. Hendrie's interests were always with horse transportation, and he felt that new methods demanded new men.

In 1878, in company with the late Senator James McMillan, Hon. John S. Newberry, Francis Palms, William B. Moran, William Hendrie and others, he effected the organization and incorporation of the Detroit, Mackinac & Marquette Railway Company, and they forthwith began the construction of a line between St. Ignace and Marquette, upon the upper peninsular of Michigan, and in this work the Hendries were the contractors. Incidentally Mr. Hendrie became largely interested in other enterprises growing out of the construction of this important railway line, and assisted materially in the development of the magnificent natural resources of the upper peninsula.

In 1881, in company with the late William B. Moran and others, Mr. Hendrie purchased a large tract of marsh land lying between the Detroit water-works plant and Grosse Pointe. They secured from the government a permit to dyke and drain the lands and eventually succeeded in reclaiming about twenty-five hundred acres. Mr. Hendrie has been one of the most enthusiastic developers of Belle Isle, which constitutes a park unique in this or any other country. In 1879, in the face of much opposition, he, with eight others, was successful in securing an appropriation for the purchase of the island by the city. It was then a desolate forest tangle, but the foresight of Mr. Hendrie and his associates has long since been justified, and Belle Isle has become a synonym for the ideal city park.

Mr. Hendrie has always been a great lover of horses. In his younger days he was an

enthusiastic rider and driver, and later he has interested himself in the breeding of blooded stock from the large draft horse to the fleet-footed trotter and thoroughbred. His extensive breeding farm, at Royal Oak, has afforded one of his favorite recreations as has his stable of thoroughbreds, which has been quite successful on the turf. Mr. Hendrie is one of the few who still remain true to the horse in these days of automobiles.

At the present time Mr. Hendrie is an active factor in the financial life of Detroit, with large landed interests and in connection with the following named institutions: The Union Trust Company, the Detroit Savings Bank, the Commercial National Bank, and the Wyandotte Savings Bank. He is a director in the Detroit & Cleveland Navigation Company and president of the Detroit & Buffalo Steamboat Company.

In politics Mr. Hendrie was an admirer of President Cleveland and supported his policy, but since then he has voted independently. He and his wife are communicants of Christ church, representing one of the oldest parishes of the city, and he is a member of St. Andrew's Society, of which he served as local president. He is a Knights Templar Mason, being affiliated with Detroit Commandery, No. 1, and holds membership in the following clubs: Detroit, Fellowcraft, Yondotega, Detroit Driving, and the Country Club.

Genial and kindly, and possessing the canny traits of his native race, Mr. Hendrie has the qualities which beget warm and lasting friendships, and he is distinctively popular in business and social circles in the city which has so long been his home and the center of his interests.

On the 31st of October, 1865, Mr. Hendrie was married to Miss Sarah Sibley Trowbridge, daughter of Hon. Charles C. Trowbridge, of Detroit. The eight children born to Mr. and Mrs. Hendrie are as follows: Strathearn, Katharine Sibley, Charles Trowbridge (deceased), Jessie Strathearn, George Trowbridge, Sarah Whipple, William, and Margaret.

FORDYCE H. ROGERS.

In the city of his birth Colonel Rogers stands at the head of one of the magnificent manufacturing industries which give Detroit so great commercial prestige; he is in all respects a representative citizen, while it was his to render valiant service as a soldier of the Union in the civil war. To him is due in fullest measure the upbuilding of the Detroit White Lead Works, of which concern he is president and general manager.

Colonel Rogers was born in Detroit, October 12, 1840, and is a son of George Washington and Jane Clark (Emmons) Rogers, both representative of families established in America in the colonial epoch of our national history. George Washington Rogers was born in Vermont, December 14, 1799, and was a lineal descendant of James Rogers, who immigrated from England and settled in Connecticut in 1635. The family removed to Vermont and some served in the Revolution from there as well as from Connecticut. George W. Rogers was reared and educated in his native state and previously to coming to the west had been engaged in the manufacture of stoves at Vergennes, Vermont. In 1840 he came to Michigan and after remaining for some time in Detroit established his family home at Pontiac, where he conducted a general-merchandise business for a number of years and where he continued to reside until his death, which occurred in 1860. Jane C. (Emmons) Rogers was a daughter of Adonijah Emmons and a sister of Judge H. H. Emmons, who was a distinguished member of the Detroit bar and who served on the bench of the United States circuit court. Representatives of the Emmons family likewise were found enrolled as patriot soldiers in the war of the Revolution. George W. and Jane C. Rogers became the parents of seven children, five of whom attained to maturity and the youngest of whom was the subject of this sketch. His mother died soon after his birth and the father later married Harriet L. Williams, a daughter of Oliver Williams, who was a prominent fur trader in Detroit prior to the war of 1812. George W. Rogers died April 9, 1860.

Fordyce H. Rogers passed his youth in Pontiac, in whose schools he secured his early educational training. In 1856, at the age of sixteen years, he returned to Detroit, where he was employed for the first year in the wholesale drug house of T. H. & J. A. Hinchman; the following year he was a clerk in a local clothing store. His adventurous spirit next led him to California, in 1858, his elder brother, George E., having preceded him. He made the trip by way of the isthmus of Panama, and in the Golden state he was variously employed, remaining there until the fall of 1859, when he returned to Pontiac. Thereafter he was identified with mercantile enterprises in Lapeer and Detroit until the outbreak of the civil war, when his intrinsic patriotism led him to tender his services in defense of the Union. In June, 1861, he was the first man to join Colonel Thornton F. Broadhead, and assisted in raising the First Michigan Cavalry, which was mustered into the United States service in the following August. Colonel Rogers, who was at the time still a minor by a few months, was commissioned a second lieutenant, and soon after the regiment arrived in the national capital he was appointed first lieutenant and battalion adjutant.

The First Michigan Cavalry was assigned to the Army of the Potomac, under General Banks, and lay in camp at Frederick, Maryland, during a considerable part of the ensuing winter. Its principal operations thereafter during the time Colonel Rogers was with the command were on the upper Potomac, in the Shenandoah valley, and near the eastern slope of the Blue Ridge. The regiment saw particularly active and hazardous service in the summer of 1862, in Beauford's brigade, of Pope's army. Lieutenant Rogers, ever ready to face any peril and fond of excitement, was frequently entrusted with scouting parties, at his own request, and was otherwise in special service, including patrol duty. On more than one occasion he showed an intrepid daring and courage that not only gained him official admiration and commendation but that also proved of incalculable value to the cause in

which he was enlisted. He participated with his regiment in all its engagements until he was mustered out of service at Washington, September 11, 1862. Shortly afterward he was tendered the rank of major in both a Michigan and a New York cavalry regiment, but declined the overtures. Colonel Rogers has maintained a deep and lively interest in his old comrades in arms and signifies the same by his membership in the Military Order of the Loyal Legion of the United States, in which he is a charter member of the Michigan commandery, and in the Grand Army of the Republic. He has served as commander of the Michigan Commandery just mentioned and his title of colonel was gained from staff duty since the war.

After receiving his honorable discharge from the army Colonel Rogers returned to California, in fall of 1862, locating in San Francisco, where he followed various avocations until 1865, when he became bookkeeper in the Pacific Bank of that city, which was the first incorporated bank on the coast, with a capital stock of a million dollars. He was soon promoted paying teller, and from 1867 to 1872 was cashier of the institution. He then became interested in mining and stock brokerage, and at one period he was incumbent of the office of secretary and treasurer of thirty different mining companies. In 1879 he came again to the east, and for about two years he held membership on the American mining board of New York city.

In 1880 Colonel Rogers again took up his residence in Detroit, where he secured control of the Detroit White Lead Works, of which he is now president and general manager and of which a specific mention is made elsewhere in this volume. To his energy and keen business acumen is due the upbuilding of this great enterprise, one of the largest in the world and one whose plant is unexcelled. It has been consistently said of him that, "He is possessed of great executive force, is shrewd and careful in his business habits, and the evidence of his work is seen in every branch of the business.

He is of frank, open, generous, social disposition, has a wide circle of friends, and is respected and esteemed not only for his business ability but also for those qualities of mind and heart that distinguish a good citizen and a helpful, considerate friend. He is progressive and liberal-minded and a sure supporter of every deserving public enterprise."

Colonel Rogers has ever been aligned as a stalwart advocate and supporter of the principles and policies of which the Republican party stands exponent and he has been an active worker in the cause, though he has never been an aspirant for political office. He is identified with the Old Club on Lake St. Clair, the North Channel Club and other social organizations, and has attained to the thirty-second degree in Scottish Rite Masonry, being also identified with the Ancient Arabic Order of the Nobles of the Mystic Shrine. The colonel enjoys unreserved popularity in both business and social circles and is numbered among the representative manufacturers of Detroit.

In 1868 was celebrated the marriage of Colonel Rogers to Miss Eva C. Adams, a daughter of Dr. Samuel Adams, the pioneer druggist of San Francisco, and a niece of Rev. Nehemiah Adams, who was for nearly half a century pastor of the old Essex Street church in the city of Boston. Mrs. Rogers was summoned to the life eternal in 1895, and the colonel was united in marriage on May 7, 1895, to Miss Grace J. Haynes, who was born in Patten, Maine, and was lady principal of Olivet College, Michigan. The colonel was elected trustee of Olivet College in the summer of 1907.

HOYT POST.

To have been for more than forty years a representative member of the bar of the state of Michigan and the city of Detroit, in itself bears evidence of unmistakable ability and power of leadership. This is true of Hoyt Post, who has dignified his profession by his character and services and who is now one of the pioneer members of the bar of the Michi-

gan metropolis. He has used his intellect to the best purpose, has directed his energies along legitimate channels, and his career has been based upon the assumption that nothing save industry, perseverance, sturdy integrity and fidelity to duty will lead to success, which is, indeed, the "prerogative of valiant souls." The profession of law offers no opportunities except to such determined spirits. It is an arduous, exacting, discouraging vocation to one who is unwilling to subordinate other interests to its demands, but to the true and earnest devotee it offers a sphere of action whose attractions are unrivaled and whose rewards are unstinted. The name of Mr. Post is familiar in the general practice of his profession and especially in the department of corporation law; he served six years as reporter of the supreme court of Michigan in the earlier years of his professional endeavor, from 1872 to 1878; and he has been a valuable contributor to the literature of his profession, both standard and periodical. He is not alone a man of profound erudition in his profession, but he has also been for many years prominent in business affairs, as a strong factor in industrial and public-service corporations.

Hoyt Post is a scion of the staunchest of New England stock and is a native of Tinmouth, Rutland county, Vermont, where he was born on the 8th of April, 1837,—a son of Edmund R. and Almira M. (Collins) Post. The founder of the Post family in America was Stephen Post, and from him the line of direct descent to the subject of this sketch is indicated below by names, with Roman numerals to designate the succeeding generations. (I) Stephen Post was born in England and came with the Higginson fleet to the colony of Massachusetts, in 1630. He located at Newton (now Cambridge), that colony, where he was allotted twelve acres of land on the south side of the river. In 1635 he removed to Hartford, Connecticut, where he remained until 1648, when he took up his abode in historic old Saybrook, that colony, where he passed the residue of his

life: his death occurred on the 16th of August, 1659. (II) Abraham Post, son of Stephen, was born at Hartford, Connecticut, in 1640, and was there reared and educated, becoming a man of prominence and influence in his section. In 1680 the general court appointed him a lieutenant of the Saybrook train band, or militia, and in the following year he was chosen to confer with Chief Uncas, of the Mohegan tribe of Indians, regarding boundary disputes. The will of Chief Uncas, chief sachem of the Mohegans, executed in 1683 and recorded at Norwich, Connecticut, bequeaths four thousand acres of land in the present counties of New London and Windham, Connecticut, to Abraham Post (written Past in the document). This will was drawn by Captain Thomas Stanton, a maternal ancestor of Hon. Thomas W. Palmer, of Detroit. (III) Abraham Post, son of Abraham, was born in Saybrook, Connecticut, June 9, 1669, and his death occurred in 1742. He occupied various positions of honor and trust in town and church. (IV) Abraham Post, son of Abraham (III), was born in Saybrook, in 1689. No definite data concerning his career seems available. His son Abraham (V) was appointed ensign in the Second Company of Colonel Heman Swift's battalion, in 1774, and rendered valiant service as a soldier of the Continental line during the war of the Revolution. His brother Nathan commanded the armed brig "Martial" and armed sloop "Revenge" in the same great struggle for independence. (VI) Roswell Post, son of Abraham (V), served as lieutenant in the French and Indian war, and he also held a similar office in the regiment commanded by Colonel James Mead, engaged in guarding the frontier of Vermont. He settled in Rutland, Vermont, in 1778, and became influential in both civic and church affairs in that section. (VII) Elias Post, son of Roswell, and grandfather of him whose name initiates this review, was a member of Captain Allen's company, in the regiment commanded by Colonel James Mead, in the war of the Revolution. He married Martha Porter, daughter of Judge Thomas Porter, of Rutland. Elias Post was

born at Saybrook, Connecticut, January 27, 1763, and died at Mount Holly, Vermont, September 4, 1851. (VIII) Edmund Russell Post, son of Elias, and a representative of the seventh generation in direct descent from Stephen Post, the original American progenitor, was born in Tinmouth, Rutland county, Vermont, February 3, 1808, and his death occurred in Birmingham, Michigan, on the 5th of November, 1891. In June, 1836, he married Mrs. Almira M. (Collins) Chaffee, who was born at Schaghticoke, New York, on the 22d of December, 1805, and who died at Birmingham, Michigan, on the 20th of October, 1896. Edmund Russell Post had five children, of whom Hoyt was the eldest. Dr. James A. Post, of Detroit, secretary of the Association of Charities, was second, and there are three daughters, Verona L., Julia L., and Xenia, all of whom are living at Birmingham. Verona was for many years a teacher in the Detroit public schools.

Hoyt Post, to whom this sketch is dedicated, was about four years of age at the time of his parents' removal from Vermont to the state of New York, and in the city of Rochester he gained his earliest educational training. In 1847 the family moved to Cincinnati, Ohio, and afterwards to Dayton, Ohio, and in the fall of 1849 came to Michigan and located in Detroit, where he continued his studies in the public schools. He finally entered an academy at Birmingham, this state, where he prepared for college. In 1857 he was matriculated in the literary department of the University of Michigan, in which he was graduated as a member of the class of 1861, with the degree of Bachelor of Arts. In the autumn of the same year he entered the law department of the university and was graduated in 1863 with the degree of Bachelor of Laws: his diploma also entitled him to admission to the bar of Michigan. Shortly after his graduation in the law school Mr. Post became a clerk in the offices of Maynard & Meddaugh, one of the leading law firms of Detroit at that time. He remained with this firm until 1865, when he formed a professional partnership with John

H. Redmond, but on January 1, 1867, he became associated in practice with Albert H. Wilkinson, under the title of Wilkinson & Post. This alliance has virtually continued through all the intervening years, though others have been members of the firm at intervals. In 1872 Mr. Post was appointed reporter of the decisions of the supreme court of the state, and in the following year Mr. Wilkinson assumed the office of judge of the probate court of Wayne county. In 1875 the official duties of Messrs. Wilkinson and Post became such that they found it expedient to dissolve their partnership for the time being, but in May, 1877, they again became associated in practice, in connection with Mr. Wilkinson's brother, Charles M., under the firm name of Wilkinson, Post & Wilkinson, which was retained until 1884, when the original title of Wilkinson & Post was resumed. In 1898 James V. Oxtoby was admitted to partnership, and since that year the present title of Wilkinson, Post & Oxtoby has been the designation of this representative law firm of the Michigan metropolis.

While incumbent of the office of reporter of the supreme court (1872-8) Mr. Post arranged the compilation of volumes 23 to 36, inclusive, of the Michigan supreme court reports, and the same bear his name as reporter. He also acted as court reporter of the Detroit Free Press for several years and was editor of "The Lawyer" during his earlier years of practice: the latter periodical was published by the well known firm of Richmond & Backus, of Detroit. Mr. Post has gained distinctive recognition and a high reputation by reason of his broad and exact knowledge of the science of jurisprudence and his ability in applying this information effectively both as a trial lawyer and as a counselor. His firm has had to do with large interests and with important litigations in the state and federal courts, and personally he has represented his firm largely in the corporation branch of its business. He has thus acted for a number of years as attorney for the Michigan Savings Bank, and he was attorney for the Detroit & Northwestern Railway Company from the time of its incorporation until its

property was sold to the Detroit United Railway, in 1902: in the meanwhile he also served as treasurer of the company, of whose organization he was one of the promoters.

Mr. Post is president of the Peninsular Electric Light Company, of Detroit; and also of the East Side Electric Company, of this city; the St. Clair Edison Company, of Mount Clemens; and the Grosse Pointe Water Works. He is vice-president of the Detroit Steel Cooperation Company and of the Michigan Mutual Life Insurance Company, and is a member of the directorate of each of the following named corporations: The Michigan Savings Bank, of Detroit; the Plymouth United Savings Bank, of Plymouth, Michigan; the Standard Tie Company, the Detroit Graphite Company, the Telfer Coffee Company, the Edison Illuminating Company and the Huetteman & Cramer Company, of this city, and the Washtenaw Light & Power Company, of Geddes Michigan. He is a stockholder in the Brown & Brown Coal Company, the United States Heater Company, the Detroit Iron & Steel Company, and the Detroit Creamery Company, all Detroit corporations. He is a director of the Michigan Mutual Life Insurance Company, of which he has also been second vice-president since 1895, and is also a director and member of the executive committee of the Michigan Fire & Marine Insurance Company. He has been attorney for the Edison Illuminating Company, of Detroit, from the time of its incorporation and is a member of its board of directors. He served several years as a director of the Edison Light Company, of Grand Rapids, and also of the Ideal Manufacturing Company, of this city, and was president of the Detroit Sulphite Fiber Company. His capitalistic investments, as may be inferred from the above representations, are of large and important order and place demands upon a considerable portion of his time, but he never wavers in his devotion to the profession in which he has attained to so much success and prestige. He served several terms as president of the Detroit Bar Library Association, of which he was one of the most

valued members, and he is also identified with the Detroit Bar Association, the Michigan State Bar Association and the American Bar Association. He was a member of the Michigan Fish Commission from January 1, 1889, to January 1, 1895. Mr. Post holds membership in the Board of Commerce, the Old Club, the University Club, the Bankers' Club, Alpha Delta Phi fraternity, the University of Michigan Association, the New England Society, and the Prismatic, Acanthus and Wayne Clubs, and is a member of the Michigan Bankers' Association. As an appreciative adherent of the Detroit Board of Commerce, he is chairman of its committee on laws and ordinances. In politics Mr. Post has ever given an unequivocal allegiance to the Republican party, and he has given of his time and influence in furthering its cause. He was a prominent figure in the old Michigan Club, which strong Republican organization has recently been revived. He has a secure place in the esteem of the people of Detroit, where he has so long maintained his home and where his professional, business and social relations have ever been of representative character.

On the 7th of February, 1867, Mr. Post was united in marriage to Miss Helen D. Hudson, daughter of George W. Hudson, of Detroit, and they have four children, namely: Fanny H., who is the wife of John P. Robison, of Detroit; Myra M., who is the wife of William B. Cady, a successful attorney of this city; Helen, who is the wife of Walter D. Steele, of Chicago; and Hoyt, Jr., who is a member of the class of 1909 in the engineering department of the University of Michigan. They have lost two children: Sarah M., who was the wife of John Collins, and was born January 25, 1870, and died July 27, 1896; Elon, born September 29, 1875, died September 17, 1898.

HENRY B. LEWIS.

In the matter of definite accomplishment and high personal integrity Detroit has ever reason to be proud of her native sons who are lending their aid and co-operation in forward-

ing her industrial, commercial and civic advancement. As a member of one of the old and distinguished families of the Michigan metropolis and as one of the representative business men of the younger generation in his native city, Henry B. Lewis is specially eligible for consideration in a publication of the province assigned to the one at hand. He is a son of the late and honored Alexander Lewis, to whom is dedicated a memorial tribute on other pages of this volume, so that further resumé of the family history is not demanded in the present connection. Mr. Lewis is the proprietor of the structural-iron works which bear his name and is known as one of the most progressive of the younger manufacturers in Detroit.

Henry Bridge Lewis was born in the fine old family homestead on Jefferson avenue, Detroit, on the 18th of November, 1865, and is the second son of Alexander and Elizabeth (Ingersoll) Lewis. The public schools of Detroit afforded him his early educational discipline, and at the age of sixteen years he entered Trinity College School, at Port Hope, Ontario. In this institution he continued his studies for a period of four years, at the expiration of which he was matriculated in Trinity College, in the city of Toronto, Canada, where he remained a student for three years, pursuing the classical course. After leaving college Mr. Lewis returned to his home, in Detroit, where, in 1885, he entered the employ of the wholesale hardware firm of Ducharme, Fletcher & Company. He remained with this concern until 1887, when he removed to Seattle, Washington, where he engaged in the manufacturing of lumber, in which connection he owned and operated a sash, door and blind factory. He built up a large and profitable business and became one of the well known and popular citizens of Seattle. In 1893 Mr. Lewis disposed of his interests on the Pacific coast and returned to Detroit, where shortly afterward he formed a partnership with James T. Whitehead, under the firm name of Whitehead & Lewis, and engaged in the manufacturing of structural iron. The enterprise was pushed

forward with marked vigor and discrimination and soon assumed proportions of significant order. In 1897 Mr. Lewis purchased the interest of his associate, Mr. Whitehead, and continued the business under the title of the Detroit Metal & Heating Works. The business continued to develop under his effective direction and it became imperative to secure more ample quarters than the original plant, which was located at 39-41 East Atwater street. Accordingly he removed to the present location, at the foot of Joseph Campau avenue, in 1890, and at this time the title of the Henry B. Lewis Structural Iron Works was adopted. For the accommodation of this important industrial enterprise nearly an entire city block is utilized, and the plant is thoroughly modern in its equipment and facilities. Among the more noteworthy contracts filled by the Henry B. Lewis Structural Iron Works are the fine aquarium in Belle Isle park, erected in 1902; the Morgan & Wright plant, at the foot of Bellevue avenue, erected in 1906; and the plant of the Pennsylvania Salt Manufacturing Company, at Wyandotte, Michigan. It may be said incidentally that the above mentioned plant of Morgan & Wright represented in its erection the largest contract ever taken by a local concern engaged in the structural-steel business: for steel alone one hundred and seven thousand dollars were expended. The Lewis structural steel works add materially to the industrial precedence of the city of Detroit, as operations are based on ample capital, correct business methods and the best of technical and administrative co-operation. Mr. Lewis is an appreciative and valued member of the Detroit Board of Commerce, and is identified with the Detroit Club, the Detroit Country Club, the Detroit Boat Club, the Raquette Club, and the Old Club, at St. Clair Flats. Reared in a thoroughly patrician home and touching the best of social life from his youth up, Mr. Lewis shows in his gracious personality and his unmistakable popularity that he is "to the manner born." He and his wife are prominent in the social affairs of their native city, and he is well upholding the prestige of the honored name which he bears.

On the 24th of May, 1900, was solemnized the marriage of Mr. Lewis to Miss Margie E. Croul, daughter of Jerome Croul, a prominent and influential citizen of Detroit. Mr. and Mrs. Lewis have one son, Alexander Jerome, who was born on the 25th of May, 1902.

JEREMIAH DWYER.

A most conspicuous figure in connection with the industrial supremacy justly claimed for the city of Detroit is Jeremiah Dwyer, who stands foremost among the captains of industry and who also has transcended this sphere to execute works of notable philanthropy and charity, thus showing his high appreciation of his stewardship and of the responsibilities which success and wealth impose upon one who has the broader recognition of the true meaning of human existence. It has been well said of Mr. Dwyer that he "stands as an individual character, with great executive ability, and as a true follower of the Golden Rule."

Mr. Dwyer was born in the city of Brooklyn, New York, on the 22d of August, 1838, being the eldest of the three children—two sons and one daughter—of Michael and Mary (O'Donnell) Dwyer, both of whom were natives of the south of Ireland. The Dwyer family was founded in America in the colonial epoch of our national history, and in the various generations the name has stood as an exponent of integrity and usefulness. The father of Mr. Dwyer was a contractor by vocation while in the old Empire state, and both he and his wife died in Wayne county, Michigan. James Dwyer, the younger of their two sons, is now manager of the Peninsular Stove Company, of Detroit, and the only daughter, Mary, was the wife of Michael Nichols, of Utica, Michigan, where she and her husband owned and conducted a splendid farm.

In October, 1838, the Dwyer family came to Detroit, and soon after their arrival settled on a farm about four miles from the city, in the township of Springwells. Here the father devoted himself zealously to the reclamation and cultivation of his farmstead, continuing thus engaged until 1848, when he was thrown



Jenniah Dwyer

from a wagon and almost instantly killed, while driving a team of spirited horses. His death threw upon his widow and elder son the care and support of the family, the subject of this review having been then but eleven years of age.

While the farm was successfully conducted, the mother recognized that educational advantages were essential to the future success and happiness of her children, to whom her devotion was inviolable, and she accordingly disposed of the farm and removed to Detroit, where she purchased a home, investing the residue of her funds in income property. She then gave her attention to directing the course of her sons in such a way as to prepare them to fill the high positions they now occupy in social and business life, while equal care and discrimination was bestowed in the training of the only daughter. The family income being limited, Jeremiah, subject of this review, sought to increase it by securing employment in the planing mill of Smith & Dwight, with whom he remained about one year, in the meanwhile having availed himself of the advantages of the schools of Detroit and thus supplementing his previous discipline in this line. After leaving the employ of the firm mentioned he became an apprentice at the moulding trade, in the hydraulic iron works of Kellogg & Van Schoick. He devoted himself assiduously to the work in hand and in due course of time became thorough master of his trade. The first three years of his majority were passed in the eastern states, where he found employment in various foundries and thus even more perfectly fortified himself in the technical and practical knowledge of his craft. A too close application to work brought about an impairment of his health, and, having returned to Detroit, he found a change of occupation by entering the employ of the Detroit, Grand Haven & Milwaukee Railroad Company, with which he held a position for one year.

In 1859 Mr. Dwyer accepted the position of foreman of the Geary & Russell foundry, in Detroit. In 1861, in company with his brother, James, and Thomas W. Misner, he organized

the firm of J. Dwyer & Company. Two years later Mr. Misner's interest was purchased by William H. Tefft, the firm name remaining the same as previously until 1864, when the concern again rose definitely on the ladder of success by its reorganization into a joint stock company, which then assumed the title of the Detroit Stove Works. The functions of the enterprise as originally founded were represented in a general stove and foundry business, and from his connection with this modest concern Mr. Dwyer has practically rounded out the great industrial enterprise conducted under the title of the Detroit Stove Works. The increase of business under the new title and advanced facilities necessitated the building of large extensions, in the superintendence of which Mr. Dwyer contracted a pulmonary disease which forced him to a year's sojourn in the south, but before going he sold his interest in the Detroit Stove Works to his brother and Edwin S. Barbour.

Returning from his southern trip recuperated in health, Mr. Dwyer again became active in business affairs, and in the autumn of 1871 he effected the organization and incorporation of a new concern, under the title of the Michigan Stove Company. His associates in the incorporation were Messrs. Charles DuCharme, Francis Palms, Richard H. Long, Merrill I. Mills, and George H. Barbour, and the original executive officers were as follows: Charles DuCharme, president; Jeremiah Dwyer, vice-president and manager; Merrill I. Mills, treasurer; and George H. Barbour, secretary. At the death of Charles DuCharme, in January, 1873, Francis Palms succeeded him as president, which office he held continuously until the time of his death. The present officers of the company are: Jeremiah Dwyer, president; George H. Barbour, first vice-president and general manager; Merrill B. Mills (son of Merrill I. Mills), treasurer; Charles A. DuCharme (son of Charles DuCharme), second vice-president and secretary; Edwin S. Barbour, assistant treasurer; Harry B. Gillespie, corresponding secretary; R. L. Morley, western manager, Chicago; and William J. Keep, superintendent. It will thus be seen that

the changes in the personnel of the principal stockholders has been very little in the long intervening years. Mr. Dwyer succeeded to the presidency upon the death of Francis Palms.

The buildings of the Michigan Stove Company cover more than seven hundred and fifty thousand square feet of ground, and were built with a careful regard to the health, convenience and labor-saving facility of the employes, whose number is about fifteen hundred. The company has branch offices in New York city, Buffalo, and Chicago, and agencies in London, Paris, Berlin, Constantinople, Manila, Philippine Islands, and Honolulu. On other pages of this work is given more detailed record concerning this splendid industrial concern, in whose upbuilding Jeremiah Dwyer may justly be said to have been the dominating force and power.

Mr. Dwyer was also one of the founders of the People's Savings Bank of Detroit, and is a director at the present time, of its successor by consolidation,—The Peoples State Bank. He is also a member of the directorates of the Michigan Copper & Brass Company, and the Ideal Manufacturing Company, of Detroit, besides being a stockholder in many other important industrial concerns.

The career of Mr. Dwyer is typical of the best there is in American life. From farmer boy to apprentice in a foundry, thence to the travel and experience through which the true mechanic strives to perfect himself in his trade, and then onward to be recognized as the master mind in a business of his own, and organizer and director in numerous industrial enterprises, to each of which his well grounded technique, his creditable reputation and unsullied character have been a veritable tower of strength in connection with their early development and successful management. Search the records of American manufacture and it is doubtful if there be found a more fitting representative of America's captains of industry than Jeremiah Dwyer, who carries into business life the deportment and courtesy of the old-school gentleman, now rapidly fading to naught but a memory. He has been one of the world's noble

army of workers, and no man has a greater appreciation and respect for the dignity of honest toil than he. His helpfulness has been exerted in a personal way in thousands of instances, and his employes have profited by his wise counsel, his interest and oftentimes material assistance. His heart is attuned to generous motives and he has made numerous benefactions, without ostentation and with no thought that he was doing more than his duty. As a citizen he is liberal, broad-minded and public-spirited, keeping in touch with the interests and advances of the hour, and making his life count for good in all its relations. Much of intellectual force is his, and he has utilized it for both the direct and indirect benefit of his fellow men. In politics he is a Democrat, and in religion a Catholic. He holds membership in the Detroit Club and the Country Club.

On the 22d of November, 1859, was solemnized the marriage of Mr. Dwyer to Miss Mary L. Long, who was born in the state of Michigan, a daughter of John R. Long, and they have had seven sons and one daughter, whose names, in order of birth, are as follows: James W. Dwyer; John M. Dwyer; Elizabeth B. (Dwyer) Smith, of Cleveland, Ohio; William A. Dwyer; Francis T. Dwyer; Vincent R. Dwyer, deceased; Emmet Dwyer; and Gratton L. Dwyer.

GILBERT W. LEE.

In the realm of retrospection and the perspective of years Detroit stands in a comparative way as a venerable city, though one that "vaunteth not itself" on this score. Those who figured as the founders of the city and the promoters of its earlier commercial upbuilding wrought well and left an influence that continues to permeate the civic and industrial life. Through them the city was firmly established upon a strong and lasting basis and then ensued a slow and solid growth along the most conservative lines. But there came a time when the wellbeing of the city and its people demanded more strenuous methods that the Michigan metropolis might hold its own as an industrial and commercial center. This is an

age bristling with activity and productive enterprise, and that Detroit has had so remarkable a development within the last two decades is due to the timely and efficient labors and influence of spirited and progressive men of a younger generation. With no lack of appreciation of efforts of those who preceded them, a due meed of recognition must be given to those who have been instrumental in the up-rearing of the larger and greater Detroit, and among this number the subject of this sketch occupies no inconspicuous place. Mr. Lee is executive head of the corporation of Lee, Cady & Smart, conducting one of the leading wholesale-grocery enterprises of the middle west. He has shown distinctive initiative power and administrative ability, and the tangible evidences are offered in the status of the splendid business of the concern of which he is president, while his energies and support have also been enlisted in connection with other important business enterprises which have conserved the commercial prestige of Detroit and the state of Michigan.

Mr. Lee is a native son of Michigan and his loyalty to the state is of the most appreciative and unwavering order. He was born at Romeo, Macomb county, on the 28th of March, 1861, and was there reared and educated, being graduated in the local high school as a member of the class of 1879. His parents were both born in the state of New York. At the age of eighteen years Mr. Lee came to Detroit and assumed a position as clerk in the establishment of George C. Wetherbee & Company, wholesale dealers in willow and wooden ware. In 1882 he secured an interest in the business, and in 1885 he became identified with the wholesale grocery concern of which he is now president.

The business controlled by Lee, Cady & Smart is one of the fine industrial enterprises which lend great precedence to Detroit as a commercial and distributing center, and the ramifications of its trade are of wide scope and importance. The business is incorporated under the laws of the state and the personnel

of its executive corps is as follows: Gilbert W. Lee, president; David D. Cady, vice-president; James S. Smart, treasurer; and George R. Treble, secretary. In addition to the finely equipped Detroit headquarters, at the junction of Fort street west and the lines of the Michigan Central Railroad, the company own and operate also under the following titles and in the designated locations: Lee & Cady, eastern-market branch, Detroit; Smart & Fox Company, Saginaw; Bay City Grocer Company, Bay City; and Valley City Coffee & Spice Mills, Saginaw.

The business dates its inception from the year 1885, when Gilbert W. Lee formed a co-partnership with Ward Andrus and purchased the wholesale grocery business of D. D. Mallory & Company. The enterprise was continued under the title of the D. D. Mallory Company, until 1892, when the concern was succeeded by that of Lee & Cady, under which title operations were continued until March 1, 1907, when a stock company was organized, under the present name of Lee, Cady & Smart, and the same was incorporated with a capital of seven hundred and fifty thousand dollars. The new corporation succeeded to the business of Lee & Cady and also that of Phelps, Brace & Company, another of the largest wholesale grocery houses of Detroit. The new concern at the time was still further amplified in its functions by the acquirement of the wholesale grocery business of the Smart & Fox Company, of Saginaw, the Valley City Coffee & Spice Mills, of the same city, and the Bay City Grocer Company, of Bay City. Under the present conditions the corporation has unrivaled facilities for the handling of its extensive trade throughout all sections of Michigan, and its business also extends into adjoining states.

The nucleus of the great business controlled by Lee, Cady & Smart was, as already stated, that previously conducted by D. D. Mallory & Company, which firm was founded many years prior to 1885 and which long held prestige as one of the foremost commercial concerns of the state. The house now gives employment to fifty salesmen in covering its trade territory,

and in Detroit two establishments are operated, as noted in the preceding paragraph. In addition to the traveling representatives, employment is given to about one hundred and fifty persons. When it is recalled that the president of the company was but twenty-four years of age at the time when he assumed independent connection with the business, it will be understood that he had early developed that self-reliance and maturity of judgment which have been such dominating factors in his peculiarly successful career. Far-sighted and progressive his policy has been at all times, and he has so ordered his course as to retain the unqualified confidence and esteem of all with whom he has come in contact, while his advancement in the business world has been consecutive and methodical, representing the normal and legitimate application of his fine energies.

In 1898 Mr. Lee founded the Peninsular Sugar Refining Company, manufacturers of beet sugar, with factory located at Caro, Michigan. Of this company he continued to be president until 1906, when the plant and business were sold to the Michigan Sugar Company, in which he remains a stockholder and director. He also has other important interests, being a director of Hammond, Standish & Company, provision packers, and also a member of the directorate of the Commercial National Bank. For three years he served as president of the Michigan Wholesale Grocers' Association, and he is known as one of the state's alert, progressive and substantial business men and as one of the loyal and liberal citizens of Detroit. He is a member of the Yondotega Club, the Detroit Club, the Country Club, the St. Clair Fishing Club and other social and civic organizations of prominence. His political support is given to the Republican party.

On the 16th of June, 1885, Mr. Lee married Miss Sara Hammond, daughter of the late George H. Hammond, of Detroit. Her death occurred on the 7th of October, 1892, and she is survived by one son, George Hammond Lee, who was born September 17, 1887. On the 26th of January, 1896, Mr. Lee wedded Miss

Harriet Norton, daughter of the late John D. Norton, of Pontiac, Michigan, and they have one son, Norton D. Lee, who was born June 15, 1899.

RICHARD HAIGH, SR.

One of the strong, symmetrical characters eminently worthy of consideration in connection with every history touching Wayne county was that of Richard Haigh, Sr., who here maintained his home for more than half a century and who is well entitled to remembrance as one of the honored pioneers of the county and state. In the township of Dearborn he developed one of the finest farmsteads of the state, and the major portion of this old homestead is still in the possession of the family. Mr. Haigh was a man of impregnable integrity, of much intellectual strength and of intrinsic kindness of spirit. He lived a sane, normal life, one duly prolific in worthy accomplishment and one prolonged to the patriarchal age of more than ninety years. No shadow rests on any portion of his life record, and in contemplating his career there are to be gained both lesson and incentive.

Richard Haigh, Sr., was born at Wakefield, Yorkshire, England, on the 4th of May, 1811, and his death occurred at his beautiful old homestead in Dearborn, Wayne county, Michigan, on the 5th of December, 1904. He was a mere boy at the time of his father's death, about 1822, and his mother was left to care for her large family of children, to whom her devotion was of the most insistent type. She enabled them to acquire at least the rudiments of education and to lay foundations for future usefulness in connection with the practical affairs of life. The subject of this memoir thus gained his fundamental education under the limited advantages of the school in his native village, and after coming to America he continued his studies whenever and wherever opportunity offered. During his later years he rounded out this earlier discipline by wide and intelligent reading. In 1825, when but fourteen years of age, Mr. Haigh severed the ties which bound him to home and native land and came to America, confident that here he could

find superior opportunities for gaining for himself a position of eventual independence. For somewhat more than a year after his arrival in New York city he was there employed by Joseph Harris, who had a small establishment for the refinishing of cloths. In 1827 he entered the employ of John Barrows & Sons, who were at that time extensive manufacturers of woolen cloths, in the national metropolis. He later removed to Glenham, New York, where he entered the service of Peter H. Schenck, who was engaged in the same line of enterprise. He was there employed in the finishing room, where he received in wages three dollars a week, which was considered a fair remuneration. For overtime work a shilling an hour was paid. Mr. Haigh had determined to become an expert in the branch of business in which he had thus directed his energies, and with this end in view he removed to Poughkeepsie, New York, in 1828, and there entered upon an apprenticeship in the "art and mystery of wool stapling," in the establishment of Thomas Williams & Sons. Here he served a full apprenticeship of six years' duration and became an expert workman in his craft. At the expiration of his apprenticeship he returned to Glenham and again entered the employ of Peter H. Schenck, in whose factory he was able to earn two dollars a day as a wool-sorter. In 1835 Mr. Haigh took up his residence in Rochester, New York, where he secured employment as a wool-sorter in the mill of E. & H. Lyon. In 1837 the mill was destroyed by fire and he then entered into a contract with the Waterloo Woolen Mills, at Waterloo, New York, where he assumed charge of the buying and assorting of all the wool used in the mills. His contract proved to him a profitable one, and within five years he had accumulated a capital of about five thousand dollars. In 1842 he engaged in the manufacturing of linseed oil, at Waterloo, and in this enterprise he was successful until the repeal of the tariff protecting the industry, in 1846. During the ensuing five years he gave his attention mainly to the purchase and sale of wool and sheep pelts, and in the meanwhile established at Seneca Falls,

New York, a small tannery, for the handling of sheep-skins.

In 1853, at the solicitation of his brother, the late Henry Haigh, who was for more than fifty years engaged in the retail drug business in Detroit, the subject of this sketch came to this city, though his intention at the time was to make permanent location at some point farther in the west. He was so favorably impressed with Michigan that he decided to remain here, and within the year last mentioned he effected the purchase of the place which has ever since been known as the Haigh homestead, in the village of Dearborn, where he continued to reside until he was summoned from the scene of mortal life, fifty-one years later. He developed his land into one of the best farms in the county and became an authority in the matter of successful agriculture and stock-growing. His original purchase comprised some three hundred acres, and of this entire tract he continued to be the owner until 1873, when he sold about two hundred acres to the Sisters of Charity, who there established the St. Joseph Retreat, one of the largest institutions of the kind in the United States. The major portion of the remainder of the farm is retained in the possession of his family. In 1901 the beautiful old homestead residence was totally destroyed by fire, but this was rebuilt before his death. The loss of the old home, in which his interests had centered for so many years, proved a source of much sadness to Mr. Haigh, but he found solace in the fact that the surroundings remained the same, so that he was not denied reminders of the hallowed and gracious associations of the past.

Mr. Haigh was a man who kept in touch with the questions and issues of the day, and he took a deep interest in public affairs of a local nature, though he never sought or held political office, to which he had naught of inclination. He became a supporter of the Republican party at the time of its organization and was specially vigorous in upholding the policy of maintaining a protective tariff.—possibly, as has been said, due "to the fact that the repeal of the tariff of 1842 had caused the closing up of his linseed-oil factory in New

York." During his entire mature life Mr. Haigh was a communicant and zealous member of the Protestant Episcopal church, attending its services with marked regularity. He was one of the organizers of Christ church, in Dearborn, and was senior warden of the same from the time of its inception, in 1866, until his death, nearly forty years later. As previously stated, this venerable and honored pioneer was summoned to the life eternal on the 5th of Dec., 1904, and his remains rest beside those of his second wife in Northview cemetery, near the village of Dearborn, where a consistent memorial monument has been erected. Until within about a year prior to his death Mr. Haigh retained to a wonderful degree his mental and physical faculties, and he continued to supervise the various details of the management of his beautiful farm until he was more than ninety years of age. He was a man of fine integrity of character, and the popular appreciation of this fact was shown in the uniform confidence and esteem vouchsafed by all who knew him. He had sympathy for "all sorts and conditions of men," and manifested a constant spirit of helpfulness, though his naturally reserved nature ever caused him to avoid all of ostentation or parade. All in all, he was a man of sterling attributes, and as such his life counted for good in all its relations.

In 1836 Mr. Haigh was united in marriage to Miss Bessie Williams, daughter of Thomas Williams, of Poughkeepsie, New York, and she died six years later. In 1844 he married Miss Lucy Billings Allyn, of Waterloo, New York, whose beautiful and gentle character fully complemented his own. Of the five children three were born of the first marriage and two of the second. Concerning them the following brief data are given: Captain George W., who served with distinction throughout the civil war and who was captain of Company D, Twenty-fourth Michigan Volunteer Infantry, is now a resident of Mankato, Minnesota; Dr. Thomas Haigh, who died in 1871, was a representative physician and surgeon in the city of New York; Bessie W., wife of Professor Frank A. Gulley, died in Phoenix,

Arizona, in 1902; Richard Haigh, Jr., was formerly secretary of the Michigan State Agricultural College but is now residing on the old homestead, in Dearborn; Henry A. Haigh is successfully engaged in the practice of law in Detroit and is individually mentioned on other pages of this work.

A revelation of the true character of the subject of this memoir is to be found in the intimate estimates given by his sons in a special memorial issued by them after his death, for private circulation, and there can be no impropriety in offering in the present connection brief extracts from the offering there made by his son Henry Allyn Haigh:

"My father lived in Dearborn for more than half a century. He ruled the paternal acres of the family homestead longer than any sovereign reigned in England, save only Queen Victoria, whom he venerated. Though nearly ten years her senior, and she probably the oldest queen in human history, he survived her several years. He was, however, a very staunch and true American, and when the test came, he sent two sons to help defend the nation's life. * * * My father lived to a great age, nearly a century, and he lived in a way that brought him a long, comfortable twilight of healthful repose. He achieved something of the ideal which sanitarians and scientists predict may become possible for all humanity under favorable conditions. Long life is what we all strive for, but it is of little value if it is dragged out in pain, poverty, dependence and distress. Such was not father's fate. His life was so well ordered that after the Scriptural allotment of time had expired, after he had striven, achieved and acquitted himself, he was left with a quarter of a century of comfortable existence,—not idle existence by any means, but rational and helpful and satisfying. A quality well worthy of emulation in this spendthrift age was his thorough mastery and habitual practice of a practical economy which simply compelled success. There was no luck nor chance nor fortune in his life. His acquired competence and ability for the full discharge of every obligation, the care of his de-

pendents, the education of his children and their establishment in life, and his long subsequent period of useful life on the 'sunny side of Easy street, were simply the inevitable results of his persistent course of economic practice. * * * The modern fortuitous phase of human effort was a sealed book to him. He did know, however, that well directed and faithful labor rarely failed of reasonable reward, and upon that principle he worked, and he worked hard. He got what he wanted and, though he never said so, I think he felt fairly well satisfied. Surely in a life like this there is something worth thinking about. I doubt if he thought much about it himself, but if I were to sum up the substance of his methods of success, I would express it in two words,—regularity and moderation. These, with persistence, were the keynotes of his career."

The death of the second wife of Mr. Haigh occurred on the 24th of September, 1903, and concerning the remainder of his life we draw further from the article from which the preceding extracts are made: "As long as mother lived he experienced something of the old charm of living, but when she died, though he never said it, the light of his life went out. He seemed lost, as one in a dream. He was inclined to wander aimlessly and take little note of matters near at hand. His mind drifted back to early days. He talked of his mother tenderly and reverently, of his brothers, specially of his brother John and his uncle William, and of the trials and triumphs of the days of long ago. Passing events could not arouse his interest. His vision was fixed on something far away. Surrounded with every care and comfort that affection and solicitude could bestow, attended by his three sons and by other relatives who watched him lovingly, the end came—peacefully and painlessly—and his frail body, that had served so well, was laid in the village cemetery on the hillside overlooking the scenes of his long and useful life."

EMORY W. CLARK.

When it is stated that Mr. Clark is a representative of the third generation of his family to be officially identified with the First Na-

tional Bank of Detroit, of which he is now vice-president, an idea may be gained of how prominently the family name has been identified with the history of banking in this city. In 1859 his grandfather, ex-Governor Myron H. Clark of New York state, was one of those primarily instrumental in the organization of the State Bank of Michigan, which began operations in February of that year. Interested in this institution also from the start was Lorenzo E. Clark, father of the subject of this sketch. It was organized under the free banking law of the state, being the only one ever established under this law until after the unlimited-liability clause was eliminated. This bank went into voluntary liquidation in January, 1865, and its business was transferred to the First National Bank, of which Mr. Clark became vice-president, holding this office until the expiration of its charter, in 1882. A reorganization at once took place, under the same title, and Lorenzo E. Clark became cashier under the new regime, later being chosen vice-present, of which position he continued incumbent until May, 1899, when he resigned, after long and faithful service, and made permanent retirement from business.

Emory W. Clark, the immediate subject of this review, was born in Detroit, on the 10th of July, 1868, and is a son of Lorenzo E. and Elizabeth (Sheley) Clark. He was reared to maturity in his native city, to whose schools he is indebted for his early educational discipline. At the age of nineteen years he assumed a clerical position in the office of the wholesale drug house of Farrand, Williams & Company, with whom he remained three years. In 1890 he organized the Clark Can Company, and began the manufacturing of tin cans for the use of the packers of meats, fruits, etc. The enterprise became one of the important manufacturing industries of Detroit, its output in a single year having reached the enormous aggregate of fifteen millions of cans. The company was incorporated with a capital stock of fifty thousand dollars, had a finely equipped plant, utilizing a substantial four-story building, and employment was given to one hundred persons. Mr. Clark was president of the company from

the time of its organization until 1901, when the property and business were sold to the American Can Company. Thereafter Mr. Clark gave his attention to other capitalistic investments, and he organized the National Silica Company, of Monroe. Upon the death of Senator James McMillan he was elected a member of the directorate of the First National Bank, in which he had been a stockholder for a number of years prior to this time, and in 1904 he was elected 2d vice-president of the bank, of which position he has since remained incumbent, giving the major portion of his time and attention to the executive affairs of this institution, a history of which appears elsewhere in this compilation. Mr. Clark was one of the chief promoters and organizers of the Security Trust Company, and the major portion of its stock was sold through his interposition and effective efforts. Of this corporation he is vice-president, and since 1902 he has been a director also of the Home Savings Bank. He is also a member of the directorates of the Detroit & Cleveland Navigation Company, the Wabash Portland Cement Company, and other important industrial corporations of Detroit and the state. He is known as an alert, progressive business man,—one of those to whom is due the magnificent industrial development of Detroit within the last decade. He is a valued member of the Board of Commerce and is chairman of its executive committee, and is a member of the board of directors of the New York Mutual Life Insurance Company. He is identified with the Detroit Club and other local organizations of a civic or social order, is a staunch advocate of the principles and policies of the Republican party, and is a member of the Jefferson Avenue Presbyterian church.

In 1895 Mr. Clark was united in marriage to Miss Lucie H. Wing, who was born and reared in Kentucky.

JAMES DWYER.

Far into the perspective stretches the history of Mr. Dwyer's association with the industrial and civic life of Detroit, and he has long been

a prominent figure in the business world, having risen from the plane of small beginnings to that of commanding position as one of the captains of industry in our great republic. He is now vice-president and general manager of the Peninsular Stove Company, whose upbuilding has been in largest measure due to him, as is shown in the special article devoted to the company on other pages of this work. Adequate data concerning the family history of Mr. Dwyer are offered in the sketch of the life of his elder brother, Jeremiah Dwyer, in this publication, so that a further resumé is not demanded in the present connection. It is, however, particularly suggested that in connection with the present sketch the reader make reference to the two just mentioned, as thus will be gained a comprehensive view of the career of Mr. Dwyer.

Mr. Dwyer finds no little source of pride in the fact that he can claim Detroit as the place of his nativity. He was born in this city on the 6th of September, 1842, and here he was reared and educated; here has been the scene of his life's fruitful and earnest labors. His early educational advantages were those afforded in the schools of the city, and his memory recalls many pleasurable incidents clinging about the old Barstow school, which he attended. At the age of fourteen years he entered upon an apprenticeship to the machinist's trade, in the Hydraulic Iron Works, owned and operated by Charles Kellogg & Company. Endowed with much natural mechanical ability and thoroughly enjoying his work, he made rapid progress in his command of technical and practical knowledge and soon became a skilled artisan. In 1859 Mr. Dwyer went to the state of New York, for the purpose of amplifying his experience in connection with his chosen vocation, and he worked at his trade in various cities and towns along the Hudson river, continuing a resident of the old Empire state, the former home of his parents, until 1866. At Poughkeepsie, New York, in 1862, was solemnized his marriage to Miss Susan Lane, who was born in Ireland, and came to the United States as a child. She was a daughter of



James Dwyer

William and Ellen (Davern) Lane, and her father was a railroad man by vocation.

In 1866 Mr. Dwyer returned to Detroit and joined his brother in the foundry and machine business, under the firm name of J. Dwyer & Company. They began the manufacture of stoves, and the enterprise thus founded was that from which has been built up the magnificent industry now represented in the operations of the Peninsular Stove Company. Of his association with this great concern a due outline is given in the article pertaining to the same, and to said sketch reference should be made for data concerning his rise to his present position of prominence in the industrial world. Mr. Dwyer is also a stockholder in the Security Trust Company and the People's State Bank, being recognized as one of the substantial capitalists and able and public-spirited business men of his native city.

In politics Mr. Dwyer has never been an active factor, but he is ever loyal to the duties of citizenship and exercises his franchise in support of the principles and policies for which the Democrats stand sponsor.

Of the children of Mr. Dwyer the following data are given: William H., who died January 13, 1902, was treasurer of the Peninsular Stove Company at time of his death; Mary E. is the wife of Daniel F. Crowley, of Detroit; Jeremiah J., who died October 11, 1901, was also associated with his father, as assistant superintendent of the stove works; Sarah E., now Mrs. Kinnucken, of Detroit; James M. is treasurer of the Peninsular Stove Company; Edwin L. is purchasing agent of the same company; Albert E. also is connected with this company; and Blanche S. is at the paternal home. Mrs. Dwyer passed to the life eternal April 3, 1902.

JEROME H. BISHOP.

To the larger and surer vision there is no such thing as luck. No man achieves anything worthy until he learns the power of conviction and, appreciative thereof, bends his energies to the accomplishing of a definite purpose. Among the representative citizens and influ-

ential business men of Wayne county is Mr. Bishop, who has risen to a position of marked precedence in the commercial world by the vigorous assertion of courage, staying power, pluck and determination. His has been the conviction born of the consciousness of strength and of integrity of purpose, and thus has his success-position been amply fortified at all times. With scarcely nominal capitalistic reinforcement, but equipped with ambition, determination and strong intellectual powers, he proved equal to emergencies as they arose in his path, pushing forward until he now stands at the head of the most important industrial enterprise of its kind, that controlled by the J. H. Bishop Company, of Wyandotte, manufacturers of fur coats and robes. On other pages of this work is given a description of the company, so that a repetition of the data is not demanded in the present connection.

Mr. Bishop is a native of the old Empire state of the Union and is a scion of distinguished and patrician stock. He was born in Jefferson county, New York, on the 3d of September, 1846, and is a son of William and Betsey Jerome (Stearns) Bishop, both of whom were likewise born in New York state. The original progenitor of the Bishop family in America was Richard Bishop, who was born in Ipswich, England, and who immigrated to the New World in 1628. He was a member of the colony formed at historic old Salem, Massachusetts, and was a personal friend of the illustrious Governor Endicott. The mother of the subject of this review was a representative of the prominent and influential Jerome family whose name has been so conspicuously identified with the annals of the state of New York. The founder of this family in America was Timothy Jerome, who was a native of the Isle of Wight, whence he came to America between 1694 and 1713, settling in Wallingford, Connecticut. The mother of Mr. Bishop was a daughter of Zabina Stearns and Betsey (Jerome) Stearns, the latter of whom was the only daughter of Aaron Jerome. Aaron Jerome had four sons, Aaron, Judge Hiram, Isaac and Leffens. Aaron's sons,

Leonard, Lawrence, and Addison, settled in New York city. A member of the family is Mrs. George Cornwallis West, of England, who, as Jennie Jerome, daughter of Leonard Jerome, first married Lord Randolph Churchill, after whose death she became the wife of George Cornwallis West. She is a second cousin of the subject of this review, as is also William Travers Jerome, the distinguished district attorney in New York city.

William Bishop, the father of our subject, was a man who ever commanded the confidence and esteem of all who knew him.

Jerome Halland Bishop duly availed himself of the advantages of the common schools of his native county, and supplemented this discipline by a course of study in an academy at Redwood, New York. He gave much time to private study and perfected himself in the higher branches of academic learning. In 1869 he came to Michigan, where he assumed the position of superintendent of the public schools of Decatur, Van Buren county. In 1871 he came to Wyandotte, of whose schools he continued superintendent until 1875, proving a most able and popular instructor and capable executive. In 1875 he resigned the superintendency and engaged in the manufacturing of fur and skin rugs; fur coats and robes were added in 1890. He thus laid the foundation for the great enterprise now conducted under the title of the J. H. Bishop Company. For further details reference may be made to the article descriptive of the history of this company.

In addition to being one of the most influential and successful business men of Wyandotte, Mr. Bishop has ever stood exponent of the highest type of loyal and public-spirited citizenship. With the multifarious and exacting demands of business, he has not hedged himself in therewith but has given his aid and influence in support of all measures projected for the general good of the community and has been a leader in public action along such lines. In 1885 he was elected mayor of the city of Wyandotte, giving a most able and progressive administration, the popular appreciation of

which was indicated by his being chosen as his own successor, without opposition, in the election of the succeeding year. During his regime as mayor he was also president of the board of education, to which he gave the benefit of his long experience and fine technical knowledge concerning pedagogic affairs. He was the prime factor in securing from the board of aldermen an appropriation for the establishing of a public library in Wyandotte. The financial affairs of the city were such that it was unable consistently to grant sufficient funds to place the library in proper status, and to meet the exigencies of the case Mr. Bishop contributed personally for about eight years an amount equal to that given each year by the city for the sustaining and amplification of the library. This is but one of many instances in which his public spirit and practical philanthropy have been manifested. He continued his donations to the library until it became possible for the city to support the same without such aid from him. He has ever shown a most lively interest in educational matters in his home city and in all that has fostered the moral and civic welfare of the community. In 1905 he was again elected mayor of the city, and through successive re-elections he has since remained incumbent of this office. He has directed the municipal government according to strict business principles, is progressive in his policy but never lends encouragement to extravagance in any form. Within his administration as mayor he has secured many substantial city improvements, including the paving of Biddle avenue, the principal business street of the city, also Oak and First streets and the opening of Superior boulevard, besides the curbing and grading of all other streets. A much needed sewerage system has been completed; the municipal electric-lighting plant has been rebuilt and an entirely new system installed. He is now making a specially energetic campaign to secure the construction of a filtration plant which will insure to the city an adequate supply of pure water for domestic and other purposes. Mr. Bishop served as a member of the board of control of the state house

of correction at Ionia during the administration of the late Governor Pingree, and while he is a staunch advocate of the principles of the Republican party he has not been an aspirant for offices of a political nature. For many years he has been a member of the board of trustees of Olivet College, at Olivet, Michigan. He has advanced to high degrees in the Masonic fraternity, being identified with Michigan Sovereign Consistory of the Ancient Accepted Scottish Rite, and with Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine, in Detroit, where he also is affiliated with Damascus Commandery, Knights Templars. He is a member of the Detroit Club, the Old Club, at St. Clair Flats, and the North Anderson Shooting Club, and is a member of the Electoral College for the second district for 1908.

Mr. Bishop is a man of strong and deep religious convictions, and he exemplifies his faith in all the relations of life. For the past thirty years he has served as superintendent of the Sunday school of the First Congregational church of Wyandotte, and he has been active in all other departments of the church work. In 1903 he commissioned the firm of William Wright & Company, of Detroit, to secure the best possible plans for the old English Gothic type of church architecture, and Frederick Foote, a member of that firm, made a careful survey of such ancient church structures in England, and in harmony with his reports plans and specifications were submitted to Mr. Bishop, who then had erected from the same the beautiful edifice of the First Congregational church in Wyandotte. This building, completed at a cost of thirty thousand dollars, was by him presented to the congregation and was dedicated in 1904. The edifice is pronounced by authoritative critics to be the best example of the old Gothic church architecture to be found in America. Though making this splendid benefaction Mr. Bishop, with characteristic modesty, would not permit the use of his name in connection with that of the church, but insisted that the original title should be retained. It is needless to say that

the magnificent building is a source of pride to all citizens of Wyandotte, and it will remain as a worthy and perpetual memorial to the honored citizen through whose consecrated generosity its erection was made possible. No citizen of Wyandotte has been more public-spirited than Mr. Bishop, and his entire career has been guided and governed by inflexible devotion to principle and by a desire to aid and uplift his fellow men. He is to-day a most conspicuous figure in the business and civic life of his home city, and to him is accorded the most unequivocal confidence and regard in the community to whose wellbeing he has contributed in so liberal a measure. He is a man of fine intellectuality and finds much of pleasure and solace in reading and study of the best in classical and modern literature. His beautiful residence, the most pretentious in Wyandotte, is a veritable center of gracious hospitality.

In 1867 was solemnized the marriage of Mr. Bishop to Miss Jennie Gray, daughter of Richard Gray, of Redwood, New York. She was summoned to the life eternal in 1873, being survived by one daughter, Maud, who is now the wife of William J. Burns, of Wyandotte, secretary of the J. H. Bishop Company. In 1876 Mr. Bishop contracted a second marriage, being then united to Miss Ella M. Clark, daughter of Isaac Clark, who was one of the first settlers in Wyandotte and one of the most influential citizens of this section of the county. Mr. and Mrs. Bishop have four children,—Jerome H., Jr., Della, Mabel, and Wallace Clark.

Jerome H. Bishop, Jr., who is vice-president of the J. H. Bishop Company, was graduated in the Detroit School for Boys, as a member of the class of 1896, and in 1896-8 he was a student in the Sheffield scientific school of Yale University. In 1900 he was united in marriage to Miss Helen Chapin, daughter of Charles A. Chapin, who was at one time a resident of Niles, Michigan, and who now maintains his home in the city of Chicago. The children of this marriage are: Helen, Evelyn and Jerome H. (3d).

BRADFORD SMITH.

There is no need for conjecture or uncertainty in determining as to the value and success of the life of the late Bradford Smith, who was one of Detroit's foremost educators and philanthropists and who realized in the most significant sense that the true success is not that gained through commercial pre-eminence or personal aggrandizement, but rather that which lies in the eternal verities of human sympathy and helpfulness. His was not a worldly success, in the accepted application of the term, but he left the greater heritage of noble thoughts and noble deeds. He was a man of broad intellectuality and viewed life and its responsibilities in their right proportions. He was not given to half-views and rash inferences. The leap from the particular to the general is ever tempting to the thoughtless, but not to this man of strength and judgment and lofty motives. It is well that in a publication of this nature be incorporated a tribute to his memory and to his services as humanity's friend. He died at his home, 100 Maybury Grand avenue, Detroit, on the 8th of September, 1906, one of the honored and venerated pioneers of the Michigan metropolis.

Few men have left such an impress upon public men and institutions in Detroit as had Mr. Smith. Scores of prominent men and women received their early education under his guidance, while in the matter of looking after wayward boys he originated methods thirty years ago that are followed by the juvenile courts to-day. In all the relations of life his devotion to principle and to duty was absolutely inviolable, and his was a deep and abiding human sympathy and tolerance.

Bradford Smith was born at Moira, Franklin county, New York, in 1820, and his earlier educational training was secured in the schools of his native village, after which he continued his studies in Potsdam Academy. Through his own efforts he was enabled to continue his educational work in the higher branches, and in due course of time he was graduated in Oberlin College, at Oberlin, Ohio, from which institution he received the degree of Bachelor of Arts and later that of Master of Arts. He

had been a successful teacher before entering college, and through his pedagogic labors mainly did he secure the funds which enabled him to prosecute his studies at Oberlin.

In 1851 Mr. Smith came to Detroit, and here he was offered the position of principal of the old Eighth ward school, now known as the Houghton school. There he remained for eight years, giving an administration along lines never before introduced in Detroit. In this school he was "guide, counselor and friend" to many who have since become prominent in the public, civic and business affairs of the state and nation. He originated the graded system of schools in Detroit, and the Bradford Smith school, at the corner of Hunt and Ellery streets, was named in his honor.

Mr. Smith was even better known for his work among street waifs and newsboys of Detroit than for any other feature of his philanthropic work. His labor among young people led him to advocate a systematic supervision of street boys. The late Hon. John J. Bagley, former governor of the state, became interested in his ideas and in 1875 appointed him commissioner of charities for Wayne county,—an office of which he remained incumbent for several years. Mr. Smith obtained an ordinance licensing newsboys and bootblacks and placing them under the supervision of the mayor. He then succeeded in having police officers detailed, in citizens' clothes, to look after the street boys, thus forming the nucleus of the present truant squad. He secured the establishment of the ungraded or truant school and out of his own income provided needy boys with clothes. For many years he spent more in this noble charity than he did for the maintenance of his own family, devoting the greater portion of his time to the work. He was numbered among the early members of the Fort Street Presbyterian church, and for years was a member of its board of deacons. Later he transferred his membership to Calvary church, in the vicinity of his home, and for more than thirty years he was an elder in the same, besides serving for many years as superintendent of its Sunday school. His principal vocation after laying aside school work was the

real-estate business, in which he platted many pieces of property which are now thickly populated. At the outbreak of the civil war he organized a company and started for the front, but received a serious injury to his knee and was incapacitated for active service. He returned home but maintained a substitute during the war.

In 1851 was solemnized the marriage of Mr. Smith to Miss Lucia Weston, of New York city, and her death occurred about 1865. In 1869 he married Miss Julia Spencer, and her death occurred in 1889. Surviving the honored subject of this memoir are four sons and one daughter, of whom three are children of the first marriage. Frederick B. (individually mentioned on other pages of this work), Joseph W. and Lucia Weed Smith still reside in Detroit; A. Weston Smith is a resident of New York city, and Henry S. Smith of Chicago.

In several lines the ancestry of Mr. Smith can be traced to Pilgrims, Puritans, Huguenots and other early settlers of the New England colonies. His great-grandfather, Eleazer Smith, was a valiant soldier in the Continental line in the war of the Revolution and was wounded in the battle of Bunker Hill. His father, Captain Bradford Smith, was an officer in the war of 1812, though only a boy at that time. In a more remote way the lineage is traced to Charlemagne, Alfred the Great, William the Conqueror, and Henry de Bohun, the last named having been one of the feudal barons who secured the passage of the Magna Charta of England. A line of descent from Edward I of England has been published, and is based upon manuscripts in the British Museum.

In conclusion are offered extracts from an editorial which appeared in the Detroit Free Press of September 10, 1906: "Bradford Smith was one of Detroit's foremost educators and philanthropists. It is more often that we have citizens to honor who have achieved commercial success. Here was a man who gave to the city more than he received. He cut off from himself all hopes of worldly advancement. He demonstrated how a citizen may be a philanthropist without having wealth. The methods

which he initiated years ago in the treatment of wayward boys and neglected waifs outlined the policies of the juvenile courts of to-day. There was something of the Froebel about him. Long before modern teaching methods had been fixed or even recognized, he put them to use. Our schools were first graded by him. His pupils at the old Houghton school give ample testimony in their frequent remembrances of his lovable character. It is much to have lived this life of pre-eminent usefulness in the community and to have died greatly respected at the ripe age of eighty-six years. The eighty-six years of Bradford Smith's strong, courageous, cheerful life attest that the return in pleasure has been greater than the decimal system can account."

At the time of the death of Mr. Smith former mayor William C. Maybury, who had been his pupil in the old Houghton school, spoke of him in the following words of appreciation: "Our old master is gone, but there is great comfort in the fact that he lived so long, was so much loved and will be so long remembered."

GEORGE BECK.

The subject of this memoir was recognized as one of the leading representatives of the live-stock and wholesale meat interests of Detroit, and at the time of his death, on the 12th of March, 1908, was the only person conducting individual operations in his particular line of industry in the city, where his business was one of high relative importance and scope. He had been a factor in political affairs in the city and as a member of the common council he made a record redounding in credit to himself as a loyal and progressive citizen and to the welfare of the city itself and its people. He was well and favorably known in Detroit, with whose business interests he first identified himself more than half a century ago, so that he was entitled to classification with our pioneer business men.

Mr. Beck claimed as the place of his nativity the "right little, tight little isle" of England, having been born at Tiverton, Devonshire, on

the 27th of August, 1843, and having been a son of William B. and Anna (Lee) Beck, both representative of staunch old English families. In 1850, when the subject of this sketch was a lad of seven years, the family immigrated to America, first settling in Memphis, Tennessee, whence shortly afterward they removed to Cleveland, Ohio, where they remained until 1852, when they took up their residence in Detroit, where the parents passed the remainder of their lives, the father having followed as his principal vocation, the trade of stone mason. Mr. Beck's early educational advantages were limited, but he fully availed himself of such privileges as were accorded, having secured his rudimentary training in his native land and supplemented this by attending the common schools in America when opportunity offered. As a boy he secured employment in the meat market of Smith & Coles, of Detroit, with which firm he remained four years, gaining practical knowledge of the business in which he later was destined to attain so marked individual success. In 1857 Mr. Beck entered the employ of William Wreford, who at that time conducted a retail meat market in the old Central market building, on the present Cadillac Square, and who was practically the first to engage in the wholesale meat business in Detroit. In 1862 Mr. Beck began buying cattle in the Chicago stock-yards, for Detroit, Buffalo and Albany delivery, still remaining in the employ of Mr. Wreford, who entrusted him with most responsible duties and reposed in him implicit confidence. Mr. Beck later covered the St. Louis market also, and in the meanwhile he maintained his home for the major portion of the time in Detroit.

In 1890 Mr. Beck, who had in the meanwhile become a well known factor in the livestock trade, effected the organization of the Michigan Beef & Provision Company, in which he became the heaviest stockholder, holding the offices of president, treasurer and general manager of the company. The business showed a steady and substantial expansion under his direction and in 1905 he purchased the interests of all other stockholders and assumed full

control of the enterprise, of which he continued the owner, until his death, the business having been conducted under his name after the change noted. The annual transactions of the concern now represent an average aggregate of fully one million dollars, and the well equipped abattoirs, modern in all accessories and sanitary arrangements, are eligibly located at the juncture of Dix and Waterman avenues, convenient to the stock-yards. Mr. Beck gave employment to a force of about sixty men and paid out annually in wages more than fifty thousand dollars, so that his business has had a direct as well as reflex value in connection with the industrial activities of the city and state. The original plant was erected in 1886, but has since been remodeled, and enlarged and equipped with the most approved machinery and facilities. An average of two hundred and fifty cattle, five hundred sheep and one hundred and fifty calves are handled in the abattoirs and packing house each week. Mr. Beck was a member of the National Butchers' Association for many years, and had the distinction of being elected treasurer of the organization the night after he identified himself therewith, in 1888. In the following year he was chosen as his own successor in this office, and he long continued active in the affairs of the association.

For many years Mr. Beck was a zealous worker in the cause of the Republican party, of whose principles and policies he was a stalwart advocate. He was one of the staunch friends and supporters of the late Governor Hazen S. Pingree, whom he aided materially in his work both as governor of Michigan and as mayor of Detroit. In 1892 Mr. Beck was elected a member of the common council, and he was re-elected to the body in 1894 and 1896, thus serving three consecutive terms. He was independent and loyal in his labors as a member of the municipal body and made his influence felt in no uncertain way,—always for the benefit of the city and its people. The esteem in which he was held in the council was shown in his election to the presidency of the same in 1894 and again in 1897, on which latter occasion

balloting was repeated ninety-seven times before a decisive choice was made. Mr. Beck was the first Republican alderman elected from the eighth ward of the city, and in this office he rendered efficient and timely service. As presiding officer in the council he won distinctive commendation for his ability and his impregnable honesty of purpose, being firm in his beliefs and working earnestly to conserve the welfare of the city, while he was a strong advocate of the somewhat unique policies introduced by Mr. Pingree when mayor,—policies which in the end justified themselves most fully in the popular mind. Mr. Beck was a delegate to the Republican state conventions of Michigan in 1892, 1894 and 1896. He attained to distinguished advancement in the time-honored Masonic fraternity, having been affiliated with Union Lodge, No. 3, Free & Accepted Masons; Monroe Chapter, No. 1, Royal Arch Masons; Damascus Commandery, No. 42, Knights Templars; and Michigan Sovereign Consistory of the Ancient Accepted Scottish Rite Masonry, in which he attained to the thirty-second degree; he also held membership in Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine. He was a life member of the Detroit Yacht Club, and a director of the German Salesmen's Society and the Detroit Bowling Club. He gave freely to churches, and to charitable objects.

The marriage of Mr. Beck was solemnized on the 5th of November, 1863, when he was united to Miss Minna A. Miller, daughter of David Miller, who was a well known farmer of Wayne county, Michigan. Mrs. Beck was summoned to the life eternal on the 3rd of December, 1893, and she is survived by two daughters—Minna E., who is the wife of Hal B. West, a cigar manufacturer in Detroit; and Maude E., who is the wife of Raymond D. Aldrich, and who resides in Detroit.

CLAUDIUS H. CANDLER.

Forty years of continuous business stands to the credit of that important Detroit institution conducted under the name of the Calvert Lithographing Company. It is known as one

of the largest concerns of the sort in the west and is one whose reputation extends throughout the entire Union. On other pages of this work appears a specific history of the company, and thus it is not necessary to enter into further resume in the present sketch, which has to do with the life record of the able president of this corporation, which has done much to extend the fame of Detroit in a commercial way.

Mr. Candler is a native of the city of London, England, where he was born on the 10th of March, 1845, being a son of William and Letitia (Thomas) Candler, both of whom were born and reared in England, where the father died. In 1853, the mother, accompanied by her two youngest sons and one daughter—four elder sons having already made their home here—came to America, locating in Detroit, where she passed the residue of her life, being summoned into eternal rest in 1871. The subject of this sketch was about eight years of age at the time when the family home was established in Detroit, and here he was afforded the advantages of the public schools, including the high school. His entire business career has been one of consecutive identification with the line of enterprise with which he is now so prominently connected.

In 1863 Mr. Candler entered upon an apprenticeship to the trade of lithographic engraving, under the direction of John Gibson, a lithographer of distinctive talent in this line. Mr. Candler has been with what is now the Calvert Lithographing Company during the entire period of its existence. On the 16th of March, 1867, when the Calvert Lithographing & Engraving Company was incorporated, he was chosen vice-president and secretary of the same, remaining incumbent of this position during thirty years of its corporate life. Upon the death of Thomas Calvert, the honored founder of the business, in 1900, Mr. Candler succeeded him in the presidency, and he has since remained the executive head of the great corporation in whose upbuilding he has been one of the most important factors.

Mr. Candler has long been recognized as

one of the representative business men and progressive citizens of the Michigan metropolis, where he has varied capitalistic interests aside from those in the Calvert Lithographing Company. He is president of the Detroit Casket Company, vice-president of the Roe-Stevens Manufacturing Company, and a member of the directorate of the Michigan Mutual Life Insurance Company. He is president of the National Association of Employing Lithographers and is a valued member of the Detroit Board of Commerce. In politics he has ever accorded allegiance to the Republican party, and while he has never sought official preferment he has ever shown a deep interest in the conserving of effective municipal government in his home city. He is affiliated with the time-honored Masonic fraternity and is past commander of Detroit Commandery of Knights Templars. He and his wife are communicants of the Protestant Episcopal church, holding membership in the parish of Grace church, of whose vestry he is senior warden.

In 1871 was solemnized the marriage of Mr. Candler to Miss Mary V. Kaple, daughter of the late Hon. John H. Kaple, of Detroit, and they have one child, Gertrude M., who is now the wife of Alexander K. Gage, of this city.

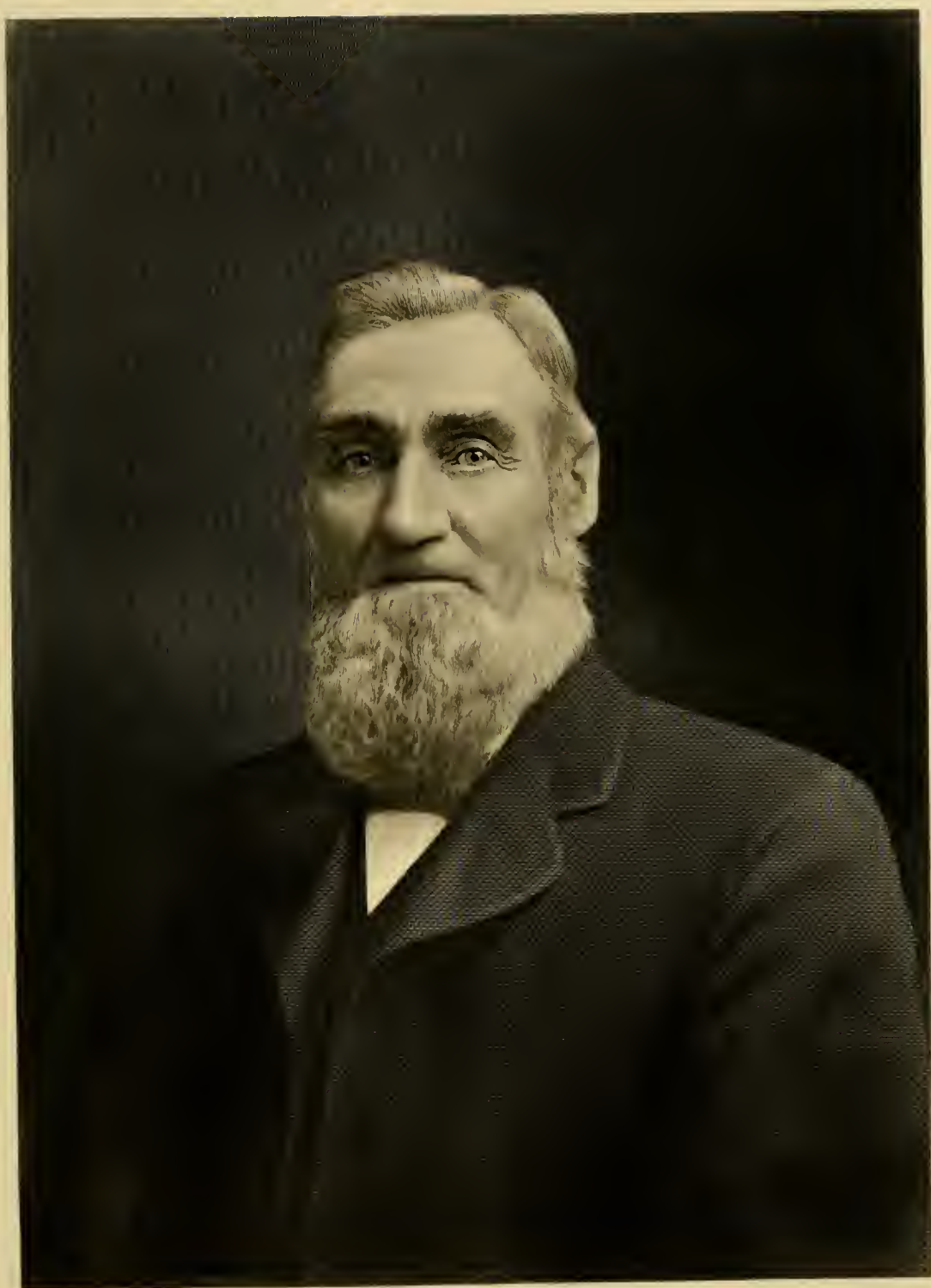
JAMES MCGREGOR.

The honored president of the Home Savings Bank is, as the name implies, of sturdy Scotch ancestry, the lineage being traced in all of authenticity to the historic clan McGregor, whose name has been one distinguished in song and story in the land of heath and heather. Mr. McGregor himself has the distinction of being a native Scotsman, having been born in Kincardineshire, Scotland, on the 10th of March, 1830, and being a son of James McGregor. His mother, whose maiden name was Burnet, died when the subject of this review was a child. The father came to America in 1857 and located at Hamilton, province of Ontario, Canada, where he gave his attention to agricultural pursuits, in connection with general contracting and building. He was also

a millwright and did no little contract work in connection with this trade. He continued a resident of Ontario until his death, which occurred in 1876, his home having been on a farm in the vicinity of Hamilton.

James McGregor, the subject of this sketch, was reared to maturity in his native county of Kincardine, where he was afforded the advantages of the well conducted school of his own parish, laying a solid foundation for the successful career which was to be his in connection with the practical affairs of life. Under the direction of his father he served a thorough apprenticeship at the trades of millwright and joiner, and after perfecting himself in the same he worked as a journeyman in different places in Scotland and England, being thus engaged until 1855, when he came to America and took up his residence at Hamilton, Ontario, to which place his honored father came two years later. In Hamilton he secured employment as a mechanic in the car department of the Great Western Railroad, now known as the Grand Trunk, and there remained four years, at the expiration of which he was sent by the same company to Sarnia, Ontario, to assume charge of the car department at that point, where he continued to reside until March, 1860, when he came to Detroit, which city has since represented his home and been the scene of his successful endeavors as a business man.

Soon after locating in Detroit, nearly half a century ago, Mr. McGregor assumed the discharge of his duties as superintendent of the car department of the Detroit, Grand Haven & Milwaukee Railroad. He proved a most valuable executive and was retained in service as superintendent of the car department until March, 1869, when he became superintendent of the Michigan Car Works, which position he held until 1892, when, upon the reorganization of the company, of which he had become a stockholder, he was continued in the office of general superintendent, of which he remained incumbent until 1897, when he retired, having so directed his course as to gain for himself a competency in the intervening years and having at all times commanded the implicit confidence and esteem of those with whom he was



James Mc Grigor

associated in a business or social way. His administrative ability in the offices which he thus held was on a parity with his mechanical skill and thus made him a particularly valuable factor in connection with the great industrial concern with which he was so long and intimately identified. He has made judicious investments in real estate, including a valuable farm on the St. Clair river, near the city of the same name, and he is financially interested in important business enterprises in Detroit. He has been president of the Home Savings Bank since 1899, is a director of the Detroit Trust Company, and vice-president of the Detroit & Cleveland Steam Navigation Company. His various capitalistic interests demand the major portion of his time and attention and his marked physical and mental vigor belie the years which have passed over his head. He has achieved success through personal effort and by worthy means, exemplifying that thrift and energy so characteristic of the race from which he sprung. He has been the artificer of his own fortune and realizes to the fullest extent the method by which temporal success is to be gained. Now and then, to be sure, we hear of chance effects and happy accidents, but they are the exception rather than the rule. The "royal road" to success is the lazy man's dream, the easy explanation of the envious.

In politics, as a loyal and public-spirited citizen, Mr. McGregor takes a deep interest in the generic sense, and he exercises his franchise in support of the principles for which the Republican party stands sponsor. He and his wife have been for many years zealous members of the Central Presbyterian church, and for twelve years he served as a member of its board of trustees. He is identified with the St. Clair Hunting and Fishing Club, the St. Andrew's Society and other social organizations.

In the year 1851, in Scotland, was solemnized the marriage of Mr. McGregor to Miss Susan Christie, who was born and reared in Kincardineshire, that country, and of their seven children six are living,—two sons and four daughters.

EDWARD H. DOYLE.

If success be predicated from the mark of definite accomplishment in the utilization of one's individual powers and ability, then Edward H. Doyle, certainly has achieved success. Looking into the clear perspective of his career there may be seen the strong line of courage, persistence, determination and self-confidence which alone work to the point of sovereign power. Detroit has reason to take pride in claiming him as a citizen, even if consideration is taken of nothing further than his great work in connection with the Majestic building, the first, greatest and most imposing of all the distinctively modern business and office buildings in the city. Mr. Doyle's thorough confidence in the ultimate demands for such a building was the one force that made possible its completion in its present form, and it will ever stand as a monument and memorial to his name. He is owner of one-half interest in this fine structure and has other capitalistic interests in the city to whose material and civic progress he has contributed in so splendid a way. It is certainly consonant that at least a brief review of his life history be entered in this compilation, whose province is to afford due consideration of those who have been founders and builders of the "Greater Detroit,"—a title whose justification is assured.

Edward H. Doyle was born in the beautiful and historic old city of Quebec, Canada, on the 20th of April, 1849, and is a son of Lawrence and Bridget (Gahan) Doyle, both of whom were born in county Carlow, Ireland, being representatives of sterling old stock in the fair Emerald Island. The father was a man of fine intellectuality, having been afforded the advantages of the best of educational institutions of his native land. In 1834 he came to America and took up his residence in the city of Quebec, Canada, where he continued to be engaged in the work of his profession of teacher until his death, which occurred in 1852. He became one of the well known and popular educators of the province and wielded a wide and beneficent influence in his chosen field of endeavor. His widow

survived him by many years and was called to the life eternal in 1871, both having been communicants of the Roman Catholic church. They became the parents of five sons and one daughter, of whom the daughter and three of the sons are living, all of the sons being now residents of the United States.

Edward H. Doyle, the immediate subject of this review, was but three years of age at the time of the death of his father, and his mother soon afterward came with her family to Michigan and located in Bay City, Michigan, where she passed the remainder of her life. The financial condition of the family was one of almost penury, and thus the future associate owner of the Majestic building had the most limited of educational advantages in his youth, as he early began to depend upon his own resources and to assist in the support of his widowed mother. With the true dignity of one who has wrought out his own success, Mr. Doyle reverts to his early struggles with naught of subterfuge, being willing that all should know the obstacles which he had to overcome and that the lesson of emulation be learned by such as can appreciate the same. He is authority for the statement that his entire attendance in the school room never covered a period of more than one year for his entire life, and yet none familiar with his career can fail to discern how well he has profited by the educational advantages afforded in the broad school of experience. He is to-day a man of most alert mentality, mature judgment and broad intellectual grasp. From the time he was nine years of age until he had reached that of nineteen years he worked every week-day in a saw mill, devoting the major portion of his earnings to the care of his mother, whose love and guidance he recalls as one of the most precious and inviolate memories of his entire life. When twelve years old he swept out a country school, built the fires and tended the lamps for a writing teacher, who requited his services by giving him lessons in penmanship. The characteristic ambition of the man was thus early manifested in the boy, and, indeed, one here finds a striking exemplification of the

truth of the old adage that "the boy is father to the man."

As a youth Mr. Doyle had been employed for several years in Bay City, where he remained until he was twenty years of age, when he went to Saginaw and entered the employ of B. B. Buckhout, who is still engaged in the hardware business in that city. At the age of twenty-three years Mr. Doyle married, thus assuming added responsibilities, and even after this he attended night school at such intervals as opportunity presented. A year after his marriage he entered the service of Thomas Nester, the well known lumberman, in whose employ he was stationed in the northern pineries for the ensuing three years. He then allied himself with Jacob Seligman, of Saginaw, widely known under the more familiar title of "Little Jake," and with this leading capitalist of the Saginaw Valley he remained several years, having financial charge of the many and varied financial interests of Mr. Seligman.

In 1885 Mr. Doyle located at Wyandotte, Wayne county, where he engaged in the manufacturing of hoops and staves, and with this industry he was actively identified at the time when he linked his fortunes with the Majestic building in Detroit. As originally projected and erected this building was fully a decade ahead of the times, and when, in 1896, the crash came, with the structure partly completed but not in shape to yield any returns, the situation was at least disquieting to those whose investments were thus tied up. Mr. Doyle's confidential friend and former patron, Mr. Seligman, held one-half of a second mortgage on the building, said mortgage being in the amount of three hundred thousand dollars, while the first mortgage represented eight hundred and fifty thousand dollars. As the building stood it represented a practically losing investment, and the only recourse on the part of those interested was to complete the structure. At a meeting of the contractors in the year mentioned Mr. Doyle was present as representative of Mr. Seligman, and the contractors finally agreed to carry forward the work to completion if Mr. Doyle would take the man-

agement. By this means only could they hope to protect their own involved interests as well as those of the capitalistic principals. Under these conditions Doyle assumed the management of the work, though his original intention was to remain identified with the same only for six months, within which time he was assured that the building could be completed. The prescribed limitations set on a publication of this nature are such that it is neither necessary nor compatible to enter into details concerning the carrying forward of the great enterprise with which Mr. Doyle thus identified himself, but it should be said that all that the building represents in itself and to Detroit may be placed in largest measure to his credit. Of the conditions obtaining at the time he assumed control the following pertinent statements have been made: "When erected the Majestic was ten years ahead of its time, but it was rightly planned for the growth of the city, as is proven by the many tall office buildings that have been erected in the meantime. Edward H. Doyle was the first man to see Detroit's future as it really is to-day, and his foresight, so amply vindicated and crowned with success, caused him unmeasured criticism in the earlier years." He is now associated with Waldo A. Avery as half owner of the Majestic, whose valuation is placed at the highest of any single business building in the city, and his connection with the same represents his chief capitalistic investment besides being a source of unmistakable pride, as well it may be. He is one of the largest stockholders in the Peninsular Savings Bank, of which he served as vice-president for ten years, and he has other investments in and about Detroit, giving his supervision to his various interests and otherwise being virtually retired from active business, though still in the prime of a strong and vigorous manhood. Honest and loyal, straightforward and frank, Mr. Doyle has naught but contempt for insincerity and equivocal methods. He places a true valuation upon the man rather than his possessions and environments, and has the greatest respect for those who are the world's workers. In politics he gives his support to the Republican party.

In the year 1872 Mr. Doyle was united in marriage to Miss Sarah J. Walsh, of Saginaw, and of their six children three are living: James B., Thomas J., and Mary E.

RICHARD H. FYFE.

The difference between the generations of any country with a history is commonly not one of principle but of emphasis. The great American republic owes its magnificent up-building to the fact that it has developed men of distinct initiative power. There has been room for such men in every progressive business, however crowded it might be. The strength of the man with initiative is one both of ideas and the ability to shape those ideas into definite accomplishment. He knows how to make beginnings and how to expand his practical ideas according to demands or ultimate possibilities. Such a man in the commercial life of Detroit and Michigan is Richard Henry Fyfe, whose name has long represented a power in mercantile and financial circles in the metropolis of the state and whose advancement has come through his own ability, his own mastery of expedients. As one of Detroit's honored captains of industry he is specially worthy of consideration in this publication.

Mr. Fyfe is a scion of one of the old and honored families of Scotland, with whose annals the name has been prominently identified for many generations. His grandfather, John Fyfe, was the first to adopt the present orthography of the name, whose original form was Fiffe. This worthy ancestor, who was a son of John Fiffe, of Fifeshire, Scotland, was reared and educated in that county, whence he immigrated to America in 1775, settling in the colony of Massachusetts, near the city of Boston. He showed his loyalty to the cause of independence by serving with the Massachusetts troops while the seat of the war of the Revolution was near Boston, and his enrollment continued until victory crowned the colonial arms. On the 1st of February, 1786, John Fyfe married Elizabeth Strong, a descendant of John Strong, one of the founders of Dorchester, Massachusetts, to which colony

he immigrated from England in 1730. The Strong family has been one of special distinction in connection with American history, and has well been said, "Few families have had more educated or professional men among them." Soon after his marriage John Fyfe removed to Salisbury, Vermont, becoming one of the pioneers of that section of the old Green Mountain state, where his death occurred, on the 1st of January, 1813. His wife survived him by nearly a quarter of a century, her death occurring in November, 1835. They became the parents of four sons and three daughters, and the youngest of the number was Claudius Lucius Fyfe, father of him whose name initiates this article.

Claudius L. Fyfe was born in Vermont, January 3, 1798, and in his native state he was reared to manhood, receiving such educational advantages as were afforded in the somewhat primitive school of the locality and period. At Brandon, Vermont, on the 6th of April, 1825, was solemnized his marriage to Abigail Gilbert, whose parents were numbered among the earliest settlers of Genesee county, New York. Claudius L. Fyfe was reared to agricultural pursuits, to which he devoted his attention during the earlier years of his independent career, and later he was engaged in the tanning and leather business. In 1830 he removed with his family from Vermont to Knowlesville, Orleans county, New York, and for a time thereafter he resided in Chautauqua county, that state. From Knowlesville he came with his family to Michigan in 1837,—the year which marked the admission of the state to the Union. He remained a short time and then returned to New York, but he eventually settled at Hillsdale, Michigan, where he remained until his death, which occurred in the year 1881, his wife having passed to the life eternal in 1848. They became the parents of five daughters and one son, and the latter, subject of this sketch, was the youngest of the children, of whom only one other is now living.

Richard Henry Fyfe was born at Oak Orchard Creek, Orleans county, New York, Jan-

uary 5, 1839, and was an infant at the time of his parents' return to Michigan. As a lad he was enabled to attend the common schools in Litchfield, Hillsdale county, but when but eleven years of age he began to face the responsibilities of life, as his father had met with financial reverses which placed the family in somewhat staitened circumstances. At the age noted young Fyfe became a clerk in the drug store of Mott Brothers, of Hillsdale, and later he was similarly employed in the drug store of E. B. Booth, of Kalamazoo. In 1857 he came to Detroit, where he secured a position in the boot and shoe store of T. K. Adams, having in the meanwhile made good use of his otherwise unoccupied time by reading and study, in order to make up for his earlier educational handicap. After remaining with Mr. Adams about six years he took a similar position with the firm of Rucker & Morgan, in the same line of trade. In 1865, having scrupulously husbanded his resources, he was enabled to purchase the business of C. C. Tyler & Company, who had succeeded his former employer Mr. Adams. The establishment was located at 101 Woodward avenue, and here a substantial five-story building was erected in 1875, offering accommodations for the large trade which he had already built up. His record as a business man in Detroit has been one of solid and consecutive growth, and he to-day stands unmistakably at the head of the custom and retail shoe trade in this city. In 1881 he bought the boot and shoe establishment of A. R. Morgan, at 106 Woodward avenue, and conducted this as a branch of his other store. In 1885 he established his present store at 185 Woodward avenue. The business has been conducted under the firm name of R. H. Fyfe & Company since 1875, and while he has had able coadjutors, the upbuilding of the great enterprise which he now controls has been almost entirely due to his own efforts and able management. Mr. Fyfe is a man of forceful individuality, as may well be understood, and his course has ever been dominated by the highest principles of integrity and honor,—the elements which

justify success. His thoughts have not been held within the narrow boundaries of personal advancement, but he has been a liberal and public-spirited citizen and has done all in his power to further the civic and industrial progress of his home city, where his circle of friends is numbered only by that of his acquaintances. He was one of those primarily interested in the reorganization of the Citizens' Savings Bank, in 1890, and served thereafter as its vice-president until 1898, when he was elected president of the institution, an office of which he still remains incumbent.

Mr. Fyfe served for a term of years as a trustee of Michigan Medical College, assisted in effecting its consolidation with the Detroit Medical College, under the title of the Michigan College of Medicine, and he has served as trustee of the combined colleges, one of the splendid institutions of the state in offering advantages for technical education. He is a large holder of valuable realty in Detroit and has done much to further the city's material upbuilding and development. His political support is given to the Republican party, but he has never manifested any desire to enter the domain of "practical politics." He and his wife attend St. Paul's church of which Mrs. Fyfe is a member. He was at one time president of the Detroit Municipal League, which rendered most valuable service during his administration, and he holds membership in the local organizations of the New England Society and the Sons of the American Revolution, of the former of which he was formerly president, and of the latter of which he is president at the time of this writing, in 1908. He is also identified with the Detroit Board of Commerce, the Old Club, at St. Clair Flats, the Detroit Club and other social organizations. He was formerly a member of Grosse Pointe Club.

On the 27th of October, 1868, Mr. Fyfe was united in marriage to Miss Abby Lucretia Albee Rice, who was born at Marlboro, Massachusetts, a daughter of Abraham W. Rice. She has long been prominent in church, charitable and social work in Detroit, is at the

present time vice-state regent of the Daughters of the American Revolution, having formerly been regent of the Detroit chapter of the same. For some time she was first vice-president of the Thompson Old Ladies' Home. She is also president of the Colonial Dames, was secretary of Protestant Orphanage, and honorary member of the same for twenty-three years. Mrs. Fyfe has also been prominently identified with the Mount Vernon association in Michigan, of which she served as president.

WILLIAM LANE HOLMES.

Mr. Holmes has been one of those alert and progressive spirits through whose efforts has been conserved the material upbuilding and industrial progress of Detroit, and he is recognized as one of the city's representative business men and loyal citizens. He has done much in the development of local real estate and is identified with various industrial enterprises of important order, both in Detroit and elsewhere.

William Lane Holmes was born near the village of Blythe, Huron county, Ontario, Canada, on the 13th day of July, 1859, and is a son of Matthew and Martha (Lane) Holmes, the former a native of Ireland and the latter of Canada. The Holmes genealogy is traced back to stanch and ancient Anglo-Saxon stock. One of its representatives became an officer in the army of Oliver Cromwell, and was given by Cromwell a castle in county Tipperary, Ireland, where he founded the hamlet of Holmes Grove and where the family long continued to be one of prominence and influence. Richard Holmes, the last of the family to reside there, immigrated to America about the year 1840, and settled in Huron county, province of Ontario, Canada, where he became a pioneer and where he engaged in agricultural pursuits. His son Matthew, father of the subject of this review, was born at Holmes Grove, Ireland, and was a child at the time of his parents' immigration to America. He was reared in Huron county, Ontario, and early became familiar with the work of an agriculturist, while his educational

advantages were those afforded by the common schools of the locality and period. In 1865 he removed with his family to Birmingham, Oakland county Michigan, where he became a farmer. In 1878 he removed to Detroit, where he still lives. Of his children four are living. Martha Holmes, the wife of Matthew and the mother of William L., died in Detroit in 1887. Her name is honored and commemorated in the beautiful Martha Holmes Memorial Methodist Episcopal church, at the corner of Lincoln and Putnam avenues. William Lane, the maternal grandfather of the subject of this sketch, was a native of county Tipperary, Ireland, whence he immigrated to America at the same time as did Richard Holmes. He settled at Thornhill, Ontario, where he became a successful farmer. One of his brothers became a member of the Canadian parliament and other representatives of the family have been prominent in public and industrial affairs of the dominion.

William Lane Holmes, whose name introduces this article, was but six years of age at the time of his parents' removal from Ontario to Oakland county, Michigan, and he attended the public schools of Birmingham, where he completed the course in the high school as a member of the class of 1875. In the same year he came to Detroit, where he entered the employ of J. M. Arnold & Co., dealers in books and stationery, at 189 Woodward avenue. Within the same year he was employed in the clothing store of C. R. Mabley. From 1876 until 1879 he was again in the employ of J. M. Arnold & Co., as bookkeeper, and thereafter he served until 1881 as bookkeeper in the wholesale dry goods house of Allan Shelden & Company. From 1881 to 1883 he held a similar position with Peter Hayden & Company, wholesale dealers in saddlery hardware. In the latter year he became Michigan representative for the well known publishing house of D. Appleton & Company, of New York. In this position he was very successful, having built up a large business for the company, and laid the foundation for his future financial success. In 1890 he resigned his position with D. Appleton &

Company to engage in real estate operations in Detroit. He confined his business to the platting, selling and improvement of his own property. From 1890 to 1894 he placed on the market and sold about fifteen hundred lots in what was then the suburbs of Detroit. He has erected many houses in various sections of the city.

Mr. Holmes became interested in the financing and construction of the system of the Detroit Telephone Company, with which he identified himself at the time of its organization, in 1896. He served as its treasurer in that year, and thereafter was president and general manager of the company until its business and property were sold to the Michigan State Telephone Company, in 1899. He was also instrumental in the organization of the New State Telephone Company, in 1896, and was its president and general manager until 1898, when its interests likewise were sold to the Michigan State Telephone Company. He wielded a pronounced influence in the developing and extending of telephone service in the state, and in other lines of enterprise he has likewise given the benefit of his co-operation, financial support and executive talents.

In 1898 Mr. Holmes became interested in the development of the Portland cement industry which has had such astonishing growth during the past ten years, but which at that time was in its infancy. Mr. Holmes went to Germany to study the cement business and brought to America one of the leading German chemists to assist him in the work.

Mr. Holmes, with others, in 1898, formed the Michigan Portland Cement Company, which built two large cement works, one at Coldwater, Michigan, and one at Quincy, Michigan, which have proven to be very successful. Mr. Holmes was president of this corporation for several years. In 1902 the Wolverine Cement Company succeeded the Michigan Company in the ownership and operation of the plants at Coldwater and Quincy and Mr. Holmes is still identified with this company.

In 1899 Mr. Holmes was one of the organ-

izers of the Iola Portland Cement Company, which was incorporated with a capital stock of four and one-half million dollars and the works of which are located at Iola, Kansas. Of this company he was the first president, an office of which he continued incumbent until 1904, when he resigned, having disposed of his principal interest in the concern. In 1907 he became one of the organizers of the Ohio Cement Company, which has a capital stock of four million five hundred thousand dollars. This company controls a valuable tract of three thousand acres of mineral land in Vinton county, Ohio, where it has developed practically inexhaustible deposits of coal, limestone, shales and iron ore. The company has built its own railroad to connect the property with four trunk lines, and is now building a 100,000 per day high-grade brick plant. On the property the company will also build a large cement plant and an iron furnace. All minerals entering into the manufacture of the various products are to be had on the lands owned or controlled by the company. Of this important corporation Mr. Holmes is president and general manager. He is also president of the Detroit Tool Company, of which specific mention is made on other pages of this volume. Mr. Holmes was one of the original stockholders of the newspaper company which published the Detroit Today, and when this was succeeded by the Detroit Times he continued as one of the large stockholders of the latter.

In politics Mr. Holmes is aligned as a stalwart supporter of the principles of the Republican party, but he has never manifested any inclination to become a candidate for public office. He is a member of the Detroit Board of Commerce, and is a life member of the Fellowcraft Club. Both he and his wife are active and influential members of the Martha Holmes Memorial church, Methodist Episcopal, and he served three years as president of the Methodist Episcopal Church & Sunday School Alliance of Detroit, and two years as trustee of Albion college, at Albion, Michigan. Mrs. Holmes is prominent in the various women's societies connected with the

church of which she is a member, is influential in the support of charitable and benevolent objects, and is a valued and appreciative member of the Century Club of Detroit.

On the 27th of April, 1881, was solemnized the marriage of Mr. Holmes to Miss Emma L. Wheeler, daughter of the late Aaron Wheeler, a representative citizen of St. Louis, Gratiot county, Michigan. Mr. and Mrs. Holmes have four children—Harold Wheeler, Florence Julia, Helen, and Ruth. Harold W. Holmes was afforded the advantages of the Detroit School for Boys, and in 1901 he became a student in the engineering department of Cornell University, at Ithaca, New York. In the following year he was matriculated in the same department of the University of Michigan, where he completed his course in engineering in the class of 1906. He is now associated with his father in the latter's various business enterprises. Florence Julia, the eldest of the three daughters of Mr. and Mrs. Holmes, is now the wife of Frederick C. Solms, who is purchasing agent for the cement company, at Hamden, Ohio. The two younger daughters are students in the Detroit Home and Day School.

EDWARD C. VAN HUSAN.

A son of the late and honored pioneer of Detroit, Caleb Van Husan, to whom a special memoir is dedicated in this volume, Edward C. Van Husan, prominently concerned in the real-estate business in Detroit, is a native of this city, where he was born on the 12th of May, 1861. As a boy and youth he was afforded excellent educational advantages, having attended the public schools of Detroit, and Kalamazoo College, Kalamazoo, Michigan, and later he continued his studies in Adams Academy, at Quincy, Massachusetts, and Colgate Academy, at Hamilton, New York. He left school in 1879 and returned to Detroit, where, at the age of eighteen years, he entered the employ of Standart Brothers, as a messenger. He remained with this firm, whose business was that of wholesale hardware, for a period of four years, when he became an employe of the Detroit Fire & Marine Insur-

ance Company, of which his father was president, and he continued with the same in clerical and executive capacities until 1885, about one year after the death of his father. In 1886 he engaged in the real estate business, to which he has since continued to devote his attention, handling principally his own property and having built up an enterprise which is one of the most important of the sort in the city of Detroit. Here he is also interested in various industrial and financial concerns, being known as one of the substantial business men of the younger generation in his native city, and being liberal and public-spirited in his attitude as a citizen.

Mr. Van Husan has never manifested aught of ambition for public office, but he was appointed health commissioner of Detroit, of which office he remained incumbent two years, doing most effective service. His religious faith is that of the Baptist church and he is identified with various fraternal and social organizations.

In 1883 Mr. Van Husan was united in marriage to Miss Kate Morrill, who was born in Jackson, this state, a daughter of Marshall J. Morrill, who later became a resident of Detroit, and the three children of this union are Harold M., Marshall W., and Florence.

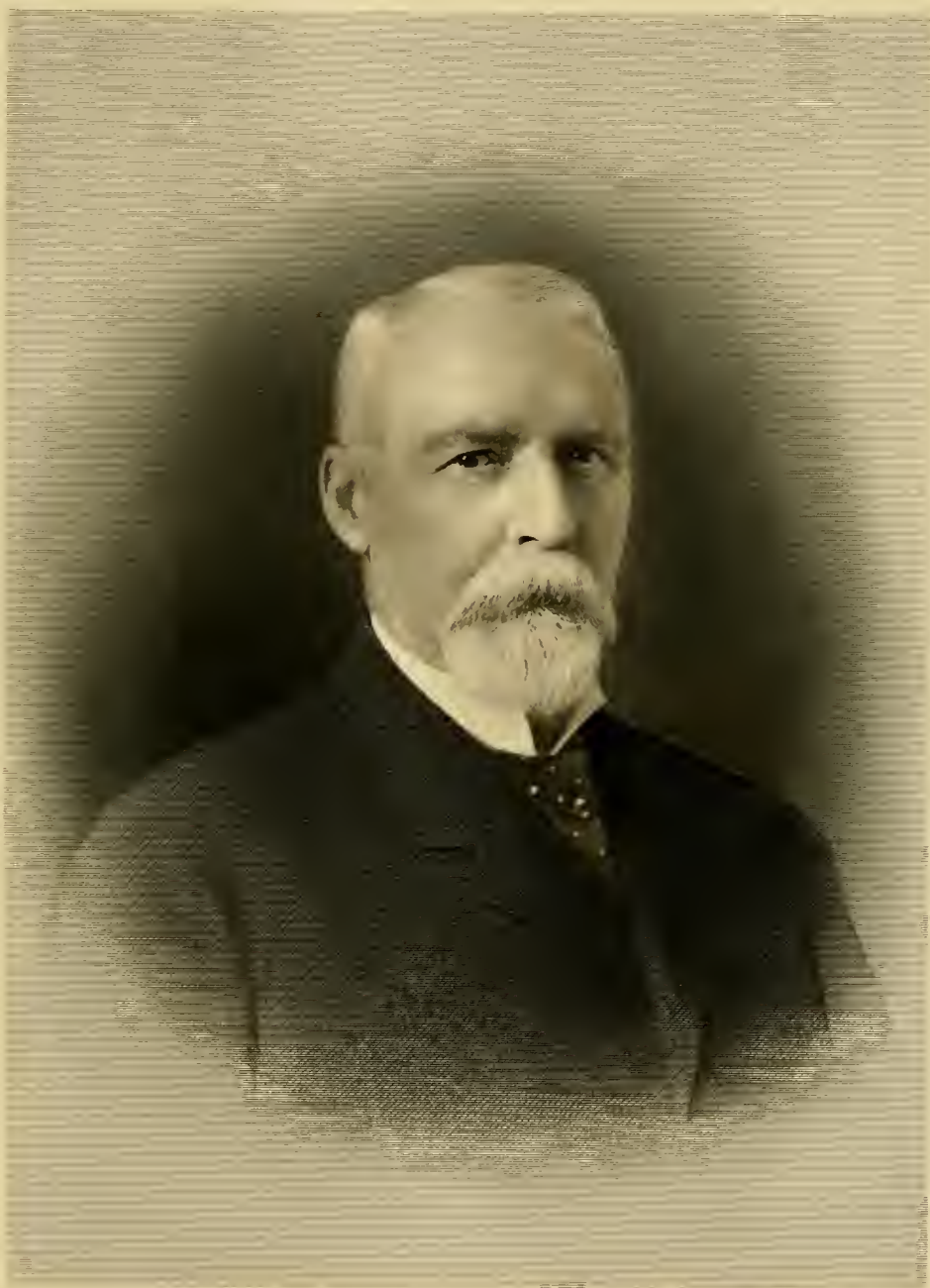
MORRIS L. WILLIAMS.

Morris Lewis Williams, president of the First National Bank, has been identified with banking interests for more than fifty-three years, and has been thus engaged in Detroit for forty-three years. His advancement to his present high position in the financial circles of the state has come through his own ability, energy and integrity of purpose,—qualities which ever foster popular confidence and esteem. A history of the bank of which he is now the executive head appears on other pages of this volume, and an incidental review of the Commercial National Bank, of which he was the virtual founder and which was merged with the First National in May, 1908.

Mr. Williams is a native of the island of Anglesea, Wales, where he was born on the

9th of May, 1841, being a scion of old and distinguished Welsh families. He is a son of Rev. William and Emma (Prytherch) Williams, both of whom remained residents of their native land until their death, the father having been a distinguished clergyman of the Presbyterian church in Wales. One of his brothers, Richard, came to the United States and took up his residence in Floyd, New York, where he died at the patriarchal age of ninety-five years. He was for a long term of years postmaster of the village and was incumbent of this office at the time of his death.

The subject of this review was afforded the advantages of excellent schools in the city of Birmingham, England, and his entire business career has been one of consecutive identification with the banking business, in which he is a recognized authority, having a high reputation as a financier. In October, 1855, when but fourteen years of age he secured employment in the North and South Wales Bank of Liverpool, with which institution he remained for a decade, being advanced to the position of accountant and having made a record for faithful and efficient service. In 1865 Mr. Williams came to the United States, arriving in Detroit in August of that year. He was twenty-four years of age at the time, but his experience in the banking business well qualified him to meet the exigencies of life under the new conditions and surroundings. Soon after his arrival in Detroit he entered the employ of the old American National Bank, and for the long period of seventeen years he held the position of assistant cashier of this institution. He retired from this office in 1881, when he became one of the organizers of the Commercial National Bank, of which he was the principal promoter, and he directed the destinies of this substantial and popular monetary institution in the capacity of cashier until 1902, when he was elected president: he had also been vice-president while still incumbent of the cashiership. Upon the consolidation of the First National and Commercial National Banks, in May, 1908, he was chosen president of the institution, which retains the name of First National Bank of Detroit. He is one of



W. Williams

the best known bankers in the state and his name stands for great technical knowledge, correct methods and wise conservatism in the handling and management of financial affairs. He is a director in each of the following Detroit companies: The Detroit Drill Company, the Security Trust Company, the Michigan Savings Bank, and the Michigan Mutual Life Insurance Company. As a business man and citizen he is liberal, progressive and public-spirited. He is a member of the Detroit Board of Commerce, the Bankers' Club, the Detroit Club, and the various local bodies of the Masonic fraternity. His political allegiance is given to the Republican party and he and his wife hold membership in the First Congregational church.

On the 7th of May, 1867, was solemnized the marriage of Mr. Williams to Miss Kate C. Williams, daughter of the late William Williams, of Anglesea, Wales, and a sister of William C. Williams, of Detroit. Mr. and Mrs. Williams have no children.

CHARLES W. HARRAH.

Charles W. Harrah, brigadier-general commanding the National Guard of Michigan, is one of the leading real-estate dealers and agents maintaining headquarters in the city of Detroit and is known as one of the representative business men and public-spirited and progressive citizens of the Michigan metropolis. His real-estate operations in the local field have been especially extended and important, and he has also had to do with the development of valuable properties in other important cities of the Union as well as lands in Cuba. His extensive enterprise is conducted under the title of the Harrah Realty Company, but he figures as the sole owner of the business, which has been built up entirely through his energy and aggressive policy.

Mr. Harrah was born in the city of Davenport, Iowa, on the 22d of February, 1862, and is a son of William D. and Hester (Hartzell) Harrah, both natives of the state of Ohio. William D. Harrah was born at Hopedale, Jefferson county, that state, in the year, 1832,

and his death occurred in Detroit, in 1897, and four of their children are now living. William D. Harrah was long and prominently identified with the life-insurance business, in which he was actuary for several of the leading companies doing business in the United States. He took up his residence in Detroit in 1875 and here became special agent for the Mutual Benefit Life Insurance Company, of Newark, New Jersey; the Travelers' Life Insurance Company, of Hartford, Connecticut; and the Imperial Life Insurance Company, of Detroit. He was one of the organizers of the company last mentioned, and he represented its interests until its plan of operation was changed, against his vigorous protest: he predicted that under the new system the company could not continue in successful business, and this was proved to be the fact within a brief interval. He resigned shortly after the change of operation had been instituted by the company.

The Harrah family was founded in America in the colonial epoch, and the original progenitor in the New World was born in the north of Ireland, and made settlement in Lancaster county, Pennsylvania. He had two sons, William and Charles. The former had but one son, whose descendants of the present generation live in Philadelphia and vicinity. Representatives of this branch have been prominent in connection with railroad building and the iron industry. Charles, the other son, is the direct ancestor of General Harrah, subject of this review, and from him the latter is in the fifth generation of descent. Charles Harrah was born in 1746 and was reared to maturity in Pennsylvania. He was a loyal soldier in the Continental line in the war of the Revolution, and in recognition of his services and attitude received a certificate of loyalty to the colonies and also a large grant of land in Pennsylvania. The major portion of this property is still held in the possession of his descendants and is located in Westmoreland county, Pennsylvania, where he took up his residence in 1784. He became a successful farmer in that section of the old Keystone state, where he continued to reside until his death, which occurred in 1808. He also took part in the conflicts with the

Indians in western Pennsylvania and was a man of prominence and influence in that section. His religious faith was that of the Presbyterian church, with which the greater number of his descendants are identified. James Gilchrist Harrah, son of Charles, married Margaret Neill, and they were numbered among the pioneers of Jefferson county, Ohio, where they took up their residence when that section was essentially a wilderness. Their homestead figures as the site of the present village of Hopedale. James G. Harrah was a man of strong individuality and was a potent factor in the development and upbuilding of Jefferson county, where he became a prosperous farmer. He was an elder in the Presbyterian church and was a man of impregnable integrity of character. He continued to reside in Jefferson county until his death, in 1871, at the patriarchal age of ninety-three years. His son, William Neill Harrah, grandfather of the subject of this sketch, was born in Ohio, on the 26th of October, 1809, and was afforded the advantages of the pioneer schools of the old Buckeye state. In his youth he studied for the ministry of the Presbyterian church, of which he was a devout and lifelong member, and he was active in religious work for many years. He also learned the tanner's trade, and he engaged in the work of the same in partnership with Philip Delaney. Their tannery and yards were located on land now now a part of the village of Hopedale, where also was established the first normal school in Ohio. William N. Harrah was united in marriage, November 25, 1830, to Miss Deborah Delaney, who was born October 24, 1810, and who was a daughter of Philip Delaney, previously mentioned. Said Philip Delaney was born in the residence of General George Washington, at Mount Vernon, Virginia, in 1767, and was a son of John Delaney, who was a native of England and who became an employe of General Washington, by whom his wife also was employed prior to her marriage. William N. Harrah finally removed to Iowa, becoming one of the pioneers of that state, where he engaged in farming and stock-growing and where he passed the residue of his long and useful life.

Charles W. Harrah, whose name initiates this article, secured his rudimentary education in the public schools of Davenport, Iowa, and was about thirteen years of age at the time of the family removal to Detroit. Here he continued his studies in the public schools, being graduated in the old Capitol high school as a member of the class of 1880, and in the following year completing a thorough course in the Bryant & Stratton Business College in this city. He then entered the employ of J. K. Burnham & Company, wholesale dealers in dry goods, but in 1882 he secured a position in the wholesale shoe establishment of H. P. Baldwin, 2d, & Company, where he was employed as shipping clerk until 1888. In the meanwhile he had made judicious investments in local real estate, and in the year last mentioned he established himself in active and independent business as a real-estate dealer and agent. His success in this important field of enterprise has been most pronounced, and he has brought to bear great energy, initiative ability and reliable methods. General Harrah has platted, improved and placed on the market twenty-six attractive subdivisions to Detroit. He first secured twenty acres of land on Holbrook road and Chene street, and platted this into one hundred and ninety-seven lots, under the title of Harrah's subdivision. Since that time he has brought into the market the following properties: Denton's subdivision, one hundred and seven lots, on Denton avenue, and Chene and Lumpkin streets; Crosman's subdivision, two hundred and forty lots, on Denton avenue and Chene street; Harrah's Resubdivision, three hundred and thirty lots, on Conant and Caniff streets; Hannah & Brandenburg's subdivision, on Grand boulevard, one hundred and fourteen lots; Harrah's Toledo avenue subdivision, four hundred and sixty-nine lots; Harrah's Dix avenue subdivision, two hundred and four lots; Grantor's subdivision, on Toledo avenue, two hundred and seventeen lots; Harrah & Brandenburg's St. Aubin avenue subdivision, ninety-one lots; and Harrah & Brandenburg's Forest avenue subdivision, forty-one lots. He has also handled a vast amount of improved realty in Detroit and its suburbs, and

has platted subdivisions also in Toledo, Buffalo, Toronto, Cleveland and St. Louis. In all he has sold more than ten thousand building lots. His business was conducted under the title of the Harrah Real Estate Exchange from 1888 until 1898. In 1907 the present name, the Harrah Realty Company, was adopted. In 1899 he projected the plans for the building of the Detroit, Monroe & Toledo Short Line Railway, and he effected the organization and financing of the company, with which he was officially identified until the completion of the line. He was in service in Cuba during the Spanish-American war and became much impressed with the investment attractions in that tropical isle. After the close of the war he extended his real-estate operations by enlisting the co-operation of American capital in the purchasing of Cuban lands and business properties, and between the years 1900 and 1908 he has made fourteen business trips to Cuba. In 1905 he organized the Santiago de Cuba Plantation Company, in which he became associated with William C. Johnson, Edward J. Warren, William H. Gillespie, and John H. Tigchon, of Detroit, and in this city the home offices are established. He is secretary of the company, which is incorporated with a capital stock of eight million dollars, and which owns eleven thousand acres of land in Cuba. This property is now devoted principally to the production of citrus fruits, with orchards comprising sixty thousand trees, and later developments will be made in the cultivation of rubber, vanilla, cacao, pineapples, etc.

General Harrah has long been prominent in military and athletic affairs, in which connection he is widely known. In 1886 he became a private in Company A, Fourth Regiment, Michigan National Guard, in which he was promoted corporal four months later. He rose through the various grades and was made captain of his company in December, 1892. At the outbreak of the Spanish-American war he was commissioned major of the Thirty-first Michigan Volunteer Infantry, which was the first regiment to go to the front from this state and which was in active service in Cien-

fuegos and central Cuba. The command was mustered out, at Savannah, Georgia, on the 17th of May, 1899,—one of the last regiments to be mustered out. Upon the reorganization of the Michigan National Guard, in 1900, Major Harrah was appointed colonel of the First Regiment of Infantry, the well known Detroit organization. On the 13th of January, 1905, Governor Warner conferred upon him the appointment of brigadier-general of the National Guard of the state, and he has still retained the general command of the Michigan troops. He is known as a splendid tactician and commanding officer, and enjoys unqualified popularity in the body of which he is the official head. He is also a member of the Detroit Light Guard, of which he has been a director since 1892. This organization is maintained at a high standard and has received flattering commendation from officers in the regular United States army. General Harrah is a prominent member of the Detroit Boat Club and was at one time captain of the Excelsior Boat Club. He has attained a high reputation as an oarsman, and as such has been a member of crews which have won distinctive victories in competitive regattas. His crew won the medal in the four-oared gig race of two miles held at Grand Rapids, Michigan, in 1886, and its record was at the time the highest made in this line of contest. At the meeting of the Northwestern Rowing Association, in this same city, in 1887, he was a member of the crew which made the best record in the pair-oared race; and at the regatta of the Mississippi Valley Rowing Association, held at Pullman, Illinois, in 1887, he and Walter McMillan won the pair-oared race. General Harrah is also a member of the Detroit Athletic Club and is affiliated with Palestine Lodge, No. 357, Free & Accepted Masons, and the United Spanish War Veterans. His political allegiance is given to the Republican party.

On the 31st of December, 1890, was solemnized the marriage of General Harrah to Miss Lela Russell, daughter of Hon. Francis G. Russell, a prominent attorney and representative citizen of Detroit. The two children of

this union are Helen and Hester. Mrs. Harrah is prominent in the social life of Detroit, is the present secretary of the Twentieth Century Club and is also a member of Louisa St. Clair Chapter of the Daughters of the American Revolution. General and Mrs. Harrah hold membership in the Central Christian church, and their attractive home, a center of gracious hospitality, is located at 59 Pingree avenue.

DAVID S. CARTER.

Manufacturer, secretary and treasurer of Larned, Carter & Company, of which he was one of the founders, and a director in the Citizens' Savings Bank, David S. Carter is a native of the city of Detroit, in which he was born on the 14th day of February, 1870, a son of David and Frances J. (Leonard) Carter. In this compilation is entered a memoir to the late David Carter to which the reader is referred for supplemental information regarding the history of the family.

David S. Carter received his education in the public schools of Detroit and graduated from the high school as a member of the class of 1888. Shortly afterward he entered the employ of the Leonard & Carter Furniture Company, of which his father was president. He was made secretary of the company in 1889 and filled this position with credit. In 1896 he resigned from the executive force of the company to establish his present business. In 1897, with Abner E. Larned, he organized the corporation of Larned, Carter & Company, for the purpose of engaging in the manufacture of clothing for working men. The business of the concern was established in a modest way, in quarters at the corner of Twenty-fourth and Dalzelle streets, the original working force numbering but eight persons. The standard of quality of their output soon gained for them a secure prestige, and a successful demand for their products quickly followed. Insufficient space for the growing demands of their trade soon made removal to larger quarters necessary and a location at Michigan avenue and Park Place was secured. In 1903 the

success of the business had been such as to warrant the construction of a plant of their own, resulting in the purchase of the property at the corner of Eighth and Abbott streets, fronting seventy-five feet on the latter street and extending south on the former to the alley, a distance of one hundred and thirty feet. This site was improved with a modern brick factory building, three stories in height, and equipment of the most improved pattern was installed. The growth of the business in the next four years was such that even this building became too small, and an additional purchase of ground was necessary. The company acquired the lot adjoining their premises, running from the alley south on Eighth street to Howard, and with a frontage on the latter street of fifty feet, thus giving the firm a frontage of the entire block from Abbott street to Howard street. A four-story and basement building, so constructed as to afford the most sanitary conditions possible to the employees, was erected and provided with the most modern appliances for the safety and convenience of the working force. One of the features operated in connection with business deserves mention. The company have provided a commodious room for refectory purposes. Here they provide and serve without profit to themselves meals for their operatives, prepared by competent cooks and from the best materials to be had. This enables the employe to enjoy at a cost easily within his or her means a substantial meal, which, in the essentials of preparation and materials used, is greatly superior to that of most restaurants, and a large number of the operatives avail themselves of this service for all their meals. The company employ, under normal conditions, about six hundred and fifty persons and of this force five hundred and fifty operate a like number of machines. The average output per day has reached the satisfactory aggregate of three hundred dozen pairs of overalls. The progressive ideas and aggressive advertising policy of Larned, Carter & Company have done much to familiarize the

country at large with the value of Detroit-made goods, and the reliability of the company's products is convincingly attested by their constantly expanding trade.

In the commercial, social and religious life of the city Mr. Carter has been for a number of years actively and somewhat prominently identified. Aside from his interests in the company previously mentioned, he has other interests of value. He is a director in the Citizens' Savings Bank and is treasurer of the Victor Manufacturing Company. He is also a trustee of Harper Hospital, a member of the Detroit Board of Commerce, the Detroit Boat Club, the Country Club, and Michigan Chapter, Sons of the American Revolution. In the work of the First Presbyterian church he has taken an active and useful part. He has been a member of this congregation for twenty-eight years and holds the office of elder.

On the 12th of September, 1899, Mr. Carter married Miss Grace M. Gillis, daughter of the late Ransom Gillis, a memoir of whom appears on other pages of this volume. To them was born one son—David Grace Carter. Mrs. Carter was a woman of rare beauty of mind and person, of broad education and accomplishments. Her death, on the 11th of June, 1902, at the age of twenty-six, terminated a career which promised a life of great worth and usefulness.

HUGH WALLACE.

The conditions under which industrial and commercial enterprises of magnitude are prosecuted in this new century of electrical advancement in all lines of human activity, demand men who are forceful, and of strong potentiality, courage and judgment. Numbered among such representatives in the personnel of the successful business men prominently identified with the industrial and civic progress of the "Greater Detroit" Mr. Wallace has gained a secure place. He is president of the Hugh Wallace Company, and Detroit Concrete Stone Company, and vice-president of the Citizens'

Savings Bank of Detroit, two of which institutions are specifically mentioned on other pages of this volume.

Hugh Wallace was born in the city of Galt, province of Ontario, Canada, on the 8th of October, 1863, and is a son of James and Elizabeth (Wells) Wallace, both of whom were likewise born in the province of Ontario. The founder of the Wallace family in America was Hugh Wallace, who was a native of Kilmarnock, Scotland, and who took up his residence at Galt, Canada, in 1835. He purchased a large tract of land and became a large landed proprietor in that section of the province. The old homestead is now owned by his son William, and the place is known as "Old Ellerslie." Of his eight sons, all are living except James, father of the subject of this review, and the other seven sons are prominent and influential citizens of Waterloo county, Ontario. James Wallace, who was a successful business man and a prominent member of the Liberal party, died in 1905. He is survived by his widow and two children—one son and one daughter.

He whose name initiates this article secured his early educational training in the public schools of his native city, after which he continued his studies in Hamilton Collegiate Institute, at Hamilton, Ontario. In 1883 he assumed the position of traveling salesman for the Galt Machine Knife & Edge Tool Works, an incumbency which he retained until 1888, when he engaged in the retail hardware business in Galt, where he built up a prosperous enterprise. He disposed of his business and removed to Detroit, where he engaged in the manufacturing of robes and various lines of cloth. This enterprise was conducted for a number of years under the title of the Western Robe Company, and since 1907 the present corporate name, the Hugh Wallace Company, has obtained. The business, under the able generalship and control of Mr. Wallace has been developed to great magnitude, and adds no insignificant quota to the industrial prestige of Detroit. As before stated, a description of the concern appears elsewhere in this work, so

that further review is not demanded in the present connection.

Mr. Wallace was one of the organizers of the Detroit Concrete Stone Company, which was incorporated in 1905, and he has been president of the same from the start. This likewise represents one of the important industrial enterprises of the Michigan metropolis. In 1907 Mr. Wallace was elected vice-president of the Citizens' Savings Bank, and of this office he has since remained incumbent, taking an active part in directing the affairs of the institution. He is one of the valued and enthusiastic members of the Detroit Board of Commerce, of whose directorate he was a member from 1905 until 1907. In 1907 he was elected president of the Milwaukee Junction Manufacturers' Association, and he still continues at the head of this organization. In politics Mr. Wallace is found arrayed as a loyal and staunch supporter of the cause of the Republican party, and in a local way he is active in the party work, though he has never consented to become a candidate for public office of any description. Mr. Wallace well deserves mention as a member of that aggressive class of progressive, loyal and substantial business men to whom has been due the great industrial and commercial advancement of Detroit within the past decade, and his popularity in this city is to be measured only by the number of his acquaintances. He is fond of travel and finds opportunity to indulge himself in this line. Each year he passes from two to four months in England and on the European continent, and these tours are made an effective association of business and pleasure.

On the 25th of March, 1899, was solemnized the marriage of Mr. Wallace to Miss Louise Arms, daughter of the late Edwin Arms, who was a prominent and influential citizen of South Lyons, Michigan, and a descendant of William Arms, who settled in Conway, Massachusetts, in 1660; further data concerning the family history is given in a sketch of the career of his son, Floyd G. Arms, on

other pages of this publication. Mr. and Mrs. Wallace have two children—Edwin James and Ruth Louise. The attractive city home of the family is located at 33 Virginia avenue and is a center of gracious hospitality. Mrs. Wallace is identified with the social activities of the city, is an influential member of the Twentieth Century Club, and is also a member of other leading organizations of a social and literary order. Both she and her husband hold membership in the Westminster Presbyterian church.

OSCAR R. LOOKER.

Prominent in the domain of life insurance and one of the representative business men of "Greater Detroit" is Mr. Looker, who is president of the Michigan Mutual Life Insurance Company, a review of whose history appears elsewhere in this work.

Mr. Looker has been identified with life-insurance interests during the greater part of his active business career and is a recognized authority in this important field of enterprise. To him more than to any other one man is due the magnificent expansion and amplification of the functions of the company of which he is the executive head, and in every department of his chosen vocation he is able to lend to his methods and policy the emphasis of thorough knowledge of all details and intimate command of technique.

Oscar R. Looker claims as the place of his nativity the fine old Buckeye state, having been born in Columbus, Franklin county, Ohio, on the 19th of June, 1846. Like many another man who has attained to definite and splendid success in broader fields of human endeavor, he was reared to the sturdy and invigorating discipline of the farm, the old homestead having been located near the capital city of Ohio. He was afforded the advantages of the common schools of the locality and period and in the same laid a substantial foundation for future successful manipulations as a man of affairs.

Although Mr. Looker had barely passed his fifteenth year at the inception of the civil war,

his intrinsic though youthful patriotism was roused to immediate and responsive protest, and his ambition was satisfied only when he was permitted to tender his active assistance in defense of the integrity of the Union. In August, 1861, he enlisted as a private in Company E, First Battalion of Eighteenth United States Infantry, Regulars, and soon after the organization of his regiment he was made a sergeant in the same, serving in this office until the close of the war. His regiment was assigned to the Army of the Cumberland and its history offers the record of his faithful and valiant career as a soldier of the Republic and as one who lived up to the full tension of the great struggle through which the Union was perpetuated. As may be naturally inferred, he participated in many important engagements, and at the battle of Chickamauga, Tennessee, in September, 1863, he was captured by the enemy, being held as a prisoner for a period of nineteen months. He was first confined in a stockade at Atlanta, Georgia, and was thence transported to Richmond, Virginia, being held for a time in Belle Isle prison and then transferred to a tobacco warehouse, known as Smith's prison, in the capital city of the Confederacy. In the winter of 1864 he was taken from this place to Danville, Virginia, where he was again placed in a prison converted from a tobacco warehouse. Here he was attacked with smallpox, as were others of his unfortunate comrades in distress, and he with others was practically cast out to die. Those suffering from the noisome disease were taken to an old stable and two of the men who were placed with him under the same blanket succumbed to the malady. Mr. Looker's strong constitution and previous clean living now stood him well, for he recovered, though he had suffered from lack of attention and from the care which even a minor illness would demand. He was taken from Danville to Andersonville prison, where he was confined about eight months, at the expiration of which he was once again transferred, being sent to Millen, Georgia, from which point he was later sent to Charles-

ton, South Carolina, and from that city to Florence, North Carolina, where he was placed in a stockade prison. From this pen he managed to effect his escape, and he made his way into the marshes of the vicinity, where he suffered untold hardships from exposure and hunger, while to add to his misery he was badly afflicted with scurvy. Some kind-hearted negroes assisted him to the extent of their power and wished to secrete him until he was able to continue his journey toward the Union lines. So miserable was his condition, however, that he voluntarily returned to the stockade and surrendered himself. He was soon afterward shipped with other prisoners to Salisbury, North Carolina, and while en route he jumped from the freight car under cover of darkness, and after the train had proceeded, he set out to the east, running into the Union lines near Wilmington, North Carolina, being practically devoid of clothing and nearly starved at the time when he again came within the sheltering province of the federal forces, in April, 1865, shortly before the final surrender at Appomattox. He received his honorable discharge, at Columbus, Ohio, in the same month, and his military career is one which will ever bear its quota of honor to his name.

After the close of the war Mr. Looker located in Columbus, where for a time he gave his attention to reading law. However, his disposition was too alert long to permit him to follow the prosaic technical study demanded in this connection, and soon he is found enlisted in the field of enterprise in which it has been his to gain so marked success. His first experience in the insurance business was in the general agency of the Equitable Life Insurance Company in Columbus, and in 1869 he became connected with the Cleveland, Ohio, office of the Berkshire Life Insurance Company, of Massachusetts, with which he remained two years. At the expiration of that period he joined the forces of the Michigan Mutual Life Insurance Company, to the executive head of which he was destined to rise through his own ability and resourcefulness.

He came to the home office of the company, in Detroit, and this city has ever since represented his home.

Concerning his labors in this field the Michigan Investor of August 27, 1904, spoke as follows: "He was able to demonstrate to the directors from time to time the perfect knowledge he had attained of the life-insurance business, and when John T. Liggett, secretary of the company, dropped out, in 1883, Mr. Looker was given his position and was also made general manager of the company. In 1893 he was elected president, in which office he has since served with consummate ability, retaining the while the active management of the company's affairs. The great growth of the Michigan Mutual Life dates from the day, more than twenty years ago, that Mr. Looker became the director of the company's business. He had unbounded faith that ultimately the Michigan Mutual Life would be able to hold its own with any of the big companies of the country, and his faith is being justified. First he pulled the company out of the narrow rut into which it had fallen, and hewed paths for it into new territory. Next he convinced the directors that the company must do a diversified business, such as other companies were doing. He got their hearty support, and to-day the fact that the Michigan Mutual Life is to become one of the large insurance companies of the world is absolutely assured."

Mr. Looker has not hedged in his life with the demands and exactions of the great concern of which he is the head, but holds precedence as one of the liberal, broad-minded and progressive citizens of Michigan's metropolis. His political support is given to the Republican party, and in a fraternal, business and social way, he is identified with many local organizations, including Detroit Post, No. 384, Grand Army of the Republic, in which he takes a deep interest and of which he is past commander. He is also a Mason of high rank, having completed the round of the York Rite bodies, including membership in Detroit Commandery, No. 1, Knights Templars, and also

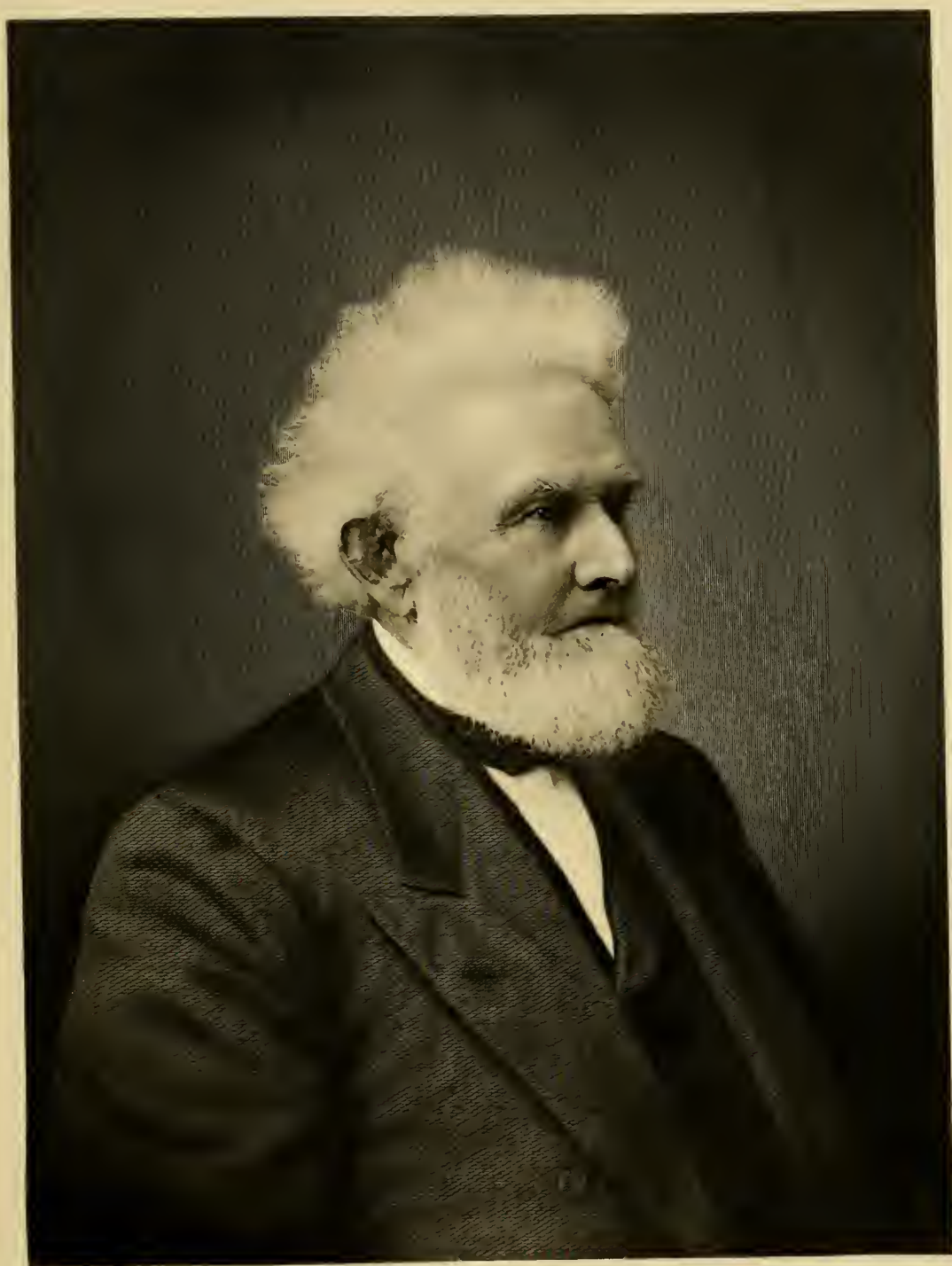
having attained the thirty-second degree in the Michigan sovereign consistory of the Ancient Accepted Scottish Rite.

In the year 1895 was solemnized the marriage of Mr. Looker to Miss Libbie C. Sullivan, who was born and reared in Pontiac, this state, and they have two children,—Oscar F. and Ream C.

GILES B. SLOCUM.

True biography has a more noble purpose than mere fulsome eulogy. The historic spirit, faithful to the record, the discerning judgment, unmoved by prejudice and uncolored by enthusiasm, are as essential in giving the life of the individual as in writing the history of a people. Indeed, the ingeniousness of the former picture is even more vital, because the individual is the national unit, and if the unit be justly estimated the complex organism will become correspondingly intelligible. The world to-day is what the leading men of the last generation have made it. From the past has come the legacy of the present. Art, science, statesmanship, government and industrial prosperity are accumulations. They constitute an inheritance upon which the present generation have entered, and the advantages secured from so vast a bequeathment depend entirely upon the fidelity with which is conducted the study of the lives of the principal actors who have transmitted the legacy. This is as true of those whose influence has been more or less localized as of those whose labors have had a permeating effect in the national life. To such a careful study are the life, character and services of Giles B. Slocum pre-eminently entitled, not only on the part of the student of biography but also of every citizen who, guided by the past, would in the present build wisely for the future. A strong man and true was this honored pioneer of Michigan, and his life and labors had significant bearing upon the development and material and social prosperity of the commonwealth with whose annals his name was linked for a long period and up to the time of his death.

The Slocum family is of sturdy English



Jesse H. Hovum

stock and representatives of the same were among the founders of the Society of Friends, commonly known as Quakers. The subject of this memoir was a direct descendant of Giles Slocum, who was born in Somersetshire, England, and whom history records as having been a resident of Portsmouth township, Newport county, Rhode Island, as early as 1638. Jonathan Slocum, great-grandfather of him whose name initiates this sketch, was killed in the Indian wars, on the site of the present city of Wilkes Barre, Pennsylvania, to which locality he had removed with his family from Rhode Island about 1774. His son Giles, grandfather of the future Michigan pioneer, was born in Rhode Island, and accompanied his parents to Pennsylvania when young. He was one of the sufferers in the historic Wyoming massacre in Pennsylvania, being one of the sixty who escaped the frightful onslaught of the Indians. His sister Frances, then five years of age, was held captive by the Indians, among whom she grew to maturity, eventually marrying one of the tribe. Her relatives could find no trace of her for sixty years, and then she was found living in Miami county, Indiana, in 1837, with numerous descendants about her. She was a woman of intelligence, even under the handicap of the circumstances under which she grew up, and found gratification in learning of her kinsfolk, though she refused to leave her Indian family or to radically change her mode of living. She lived to a venerable age and her name has been perpetuated in history, song and story. Her remains rest in a grave near the former Miami Indian village where she lived for so long a period, and in that section of Indiana are found to-day many of her descendants,—folk of high character and standing. Through the efforts of kindred, direct and collateral, a suitable monument was erected over her grave, the same having been unveiled, with appropriate ceremony, on the 17th of May, 1900. The chairman of the committee in charge of the placing of this memorial was Elliott T. Slocum, of Detroit, of whom individual mention is made in this work and who is a son of the subject of the memorial here entered.

Giles Slocum (2d) was a volunteer in Sullivan's expedition against the Indians in the Genesee valley, and soon after the close of the war of the Revolution he removed from Pennsylvania to Saratoga Springs, New York, settling on a farm about four miles distant from the present village of Saratoga and becoming one of the influential pioneers of that section of the Empire state, where he passed the remainder of his life. He purchased his land from General Schuyler, the valiant Revolutionary officer, and they were warm personal friends. His son Jeremiah married Elizabeth Bryan, a representative of an old and prominent Connecticut family, and of their children the subject of this memoir was one.

Giles Bryan Slocum was born on the homestead farm, near Saratoga Springs, New York, on the 11th of July, 1808, and his early training was in connection with the great basic art of agriculture, through association with which he waxed strong and reliant, both mentally and physically, while the home influences were of the most beneficent order for character building in the youth. His educational advantages were those afforded in the common schools of the locality and period, and that he made good use of his opportunities is evidenced by the fact that he became eligible for pedagogic honors, having taught school during four winter terms when a young man, in the neighborhood of his home and at Lockport, New York. During the summer of 1830 he was engaged in farming in the northern part of his native state, and in the following year he came to Michigan, making the trip by way of the Great Lakes and landing in Detroit, from which point he started on an extensive prospecting trip in the interior country, which was then little more than a wilderness. He made special investigations in the forests above Black river. He settled for the winter on the site of the present city of Toledo, Ohio, having there aided in laying out the town of Vistula, the nucleus of the city mentioned. There he opened the first store and he also assisted in getting out timber for the construction of the first dock at that now important entrepot. The death of his father, in 1832, necessitated his return to his home in

the east, and in the adjustment of the affairs of the estate he purchased the interests of the other heirs. Early in the winter of 1833 Mr. Slocum returned to Michigan and located at the head of Swan creek, on the site of the present village of Newport, Monroe county, where he established a general store and was also interested in the operation of a stave mill. It is interesting to recall the fact that in the spring of 1834 he paddled a canoe from the city of Jackson down the Grand river to Grand Rapids, at which latter place there was practically little semblance of a settlement at the time.

In the summer of the year last mentioned Mr. Slocum established the first store and dock at Truaxton, now Trenton, on the Detroit river, where he continued to be identified with the merchandise business for a long term of years, with but slight intermission. His operations in real estate in Michigan dated practically from 1837, when he sold the old family homestead in Saratoga county, New York, having definitely established his home in Michigan, which was admitted to statehood that year. An important event in his career occurred in 1838, when was solemnized his marriage to Miss Sophia Maria Brigham Truax, daughter of Colonel Abraham C. Truax, founder of the village of Trenton, Wayne county, Michigan,—an honored pioneer of whom specific mention is made on other pages of this work.

Among the primary purchases of realty made by Mr. Slocum was a tract with a frontage of about three miles along the Detroit river, in the vicinity of Trenton, and for about a score of years thereafter he gave special attention to farming and sheep raising, becoming one of the largest wool-growers in the state. Each year he added to the area of his landed estate, and at the time of his death there stood to his credit the reclamation of about two thousand acres of land in the vicinity of Trenton; the major portion of this he had placed under effective cultivation. The timber from these lands was largely used in ship-building at Trenton and in the manufacturing of staves, which were shipped to New York. For several

years also Mr. Slocum conducted a profitable enterprise in the building of docks at Detroit, Windsor, Springwells, Trenton, Sandwich, Gibraltar and Grosse Ile.

On the 7th of June, 1848, Mr. Slocum entered into a contract with the county of Wayne to construct three bridges,—two across the river Rouge and one over the Ecorse river,—and through the terms of this contract he came into possession of several large tracts of land in the eastern part of Muskegon county, said lands having been donated by the state to aid in the building of such bridges.

At a point now known as the village of Slocum, in the heart of a tract of about five thousand acres of heavily timbered land, in Muskegon county, Mr. Slocum erected a saw mill, and there he built up a lumbering business which he conducted for many years, in company with his son, while they also made large incidental improvements in the developing of the agricultural resources of the land, as it was gradually reclaimed, and with the extension of railroad facilities this property has become very valuable. In the late '50s Mr. Slocum purchased large tracts of valuable timber land on White river and White lake, and in 1859, with Charles Mears, of Chicago, he laid out and platted the present village of Whitehall, on White lake, in Muskegon county, Michigan.

Mr. Slocum lent a hearty co-operation and support in the construction of the Detroit, Monroe & Toledo Railroad, in 1856, donating to the company the right of way through his own property and personally purchasing land from others for that purpose. On the completion of the Toledo, Canada Southern & Detroit and the Chicago & Canada Southern railways, the junction of the two roads was made on his property near Trenton. Of his life and labors another has written the following appreciative summary: "Notwithstanding the many commercial changes and business revulsions of his time, Mr. Slocum always met his obligations, and the fortune he accumulated was the result of the numerous enterprises which he conducted with care and clear business judgment. His honesty was never questioned, and he pos-

sessed the unbounded faith and confidence of those with whom he did business. None of the early pioneers of this section was more widely known throughout the state nor more sincerely respected and esteemed. He had a kind heart, and helped many men to obtain homes, farms and fortunes." The last sentence in the above quotation clearly indicates the man as a man, and when his measure is thus gauged what more need be said? "He had a kind heart," yes, and he was humanity's friend in the best sense,—hopeful and helpful and ever faithful to principle.

Mr. Slocum was originally an old-line Whig in his political affiliations, but when a new party came into existence as representative of the principles which met his approval, he at once transferred his allegiance, becoming a stalwart supporter of the Republican party, of which he was one of the founders, having been a delegate to the historic convention "under the oaks," at Jackson, Michigan, in 1854, where the party came into existence under its present proud title. He was a man of broad mental ken, and naturally took a lively interest in public affairs of the state in which he had taken up his abode in the territorial days. He thus wielded no little influence in political affairs, and he was especially active in several senatorial campaigns. In the first two senatorial elections of the Hon. Zachariah Chandler, Mr. Slocum occupied the same room and shared the same bed with him at the senatorial headquarters, at Lansing, and took an active part in his election. During the civil war his aid and influence were freely and loyally given in upholding the hands of the administration, and he did much to assist in raising funds, recruiting troops, equipping the same, and otherwise helping the state to do its part in the great struggle which determined the integrity of the republic. For several years prior to his death Mr. Slocum was a trustee of the Saratoga Monument Association, of which ex-Governor Horatio Seymour, of New York, was at the time president. His religious faith was that of the Protestant Episcopal church, and he was ever active in the promotion of moral and educational advancement.

This honored pioneer died at his attractive home on Slocum's Island, in the Detroit river, on the 26th of January, 1884, and his mortal body was laid to rest in Elmwood cemetery, Detroit. His widow is still living (January, 1908,) at the venerable age of eighty-nine years. Her life has been one of signal graciousness and kindliness, and she is one of the oldest representatives of the pioneer families of Detroit and Michigan. Of her father, Colonel Abraham C. Truax, a memoir appears in this work, as already noted.

Mr. and Mrs. Slocum became the parents of three children,—Elliott T., of whom individual mention is made elsewhere in this publication; Alice, who died at the age of twenty-three years; and Mrs. Elizabeth T. Nichols, who is a resident of Detroit.

JEREMIAH HOWE.

Fortified through technical knowledge, long and practical experience, and marked facility and resourcefulness in directing men and utilizing the forces at his command, Mr. Howe has been prominently identified with the copper and brass manufacturing interests of the United States for a quarter of a century and is now incumbent of the responsible office of general superintendent of the Michigan Copper & Brass Company, which represents one of the important and successful industrial enterprises contributing materially to the prestige of Detroit and to the development of the larger and greater city.

Mr. Howe is a native of the fair Emerald Isle, having been born at Nenagh, county Tipperary, Ireland, on the 15th of August, 1850, and being a son of Thomas and Bridget (Tuohey) Howe, both of whom passed their entire lives in Ireland. The early life of the subject of this sketch was spent in and about his native town, and his educational training was secured in the local schools. In 1871, soon after attaining to his legal majority, Mr. Howe came to America, having very limited financial resources and depending upon himself to gain a place in connection with the economic activi-

ties of the strange land which he adopted as a home. He was not lacking in ambition, self-reliance and aggressiveness, however, and these attributes proved potent in his early career in America, as have they also in later years, marked by definite and worthy success.

Soon after his arrival in the United States Mr. Howe located in Torrington, Connecticut, where he secured employment as a laborer in the shops of the Coe Brass Company. He soon showed that he had much natural ability in the line of mechanics and also that he was able to render effective service in directing the labors of others: the consequence was that he did not long remain in a position of subordinate order, but, on the contrary, he was advanced through various grades of promotion and assumed duties of continuously increasing responsibility. He soon familiarized himself with the details of brass manufacturing and for a period of ten years he continued in the employ of the Coe Brass Company. At the expiration of that time, in 1881, he was tendered and accepted a position with the Detroit Copper & Brass Rolling Mills, which had been founded but a short time previously and which constituted practically the first concern in this branch of industrial enterprise in Michigan. Mr. Howe's duties in connection with the corporation at the start were of generalized character, being both technical and administrative. The plant had not been operated profitably and it became evident that a reorganization of the company was expedient, in order that the business might be pushed forward under more favorable auspices. This desideratum was gained through the interposition of F. H. Buhl, and under the new regime Mr. Howe was made superintendent of the plant. Mr. Buhl retired from the company in 1882 and was succeeded by Oliver Goldsmith. The enterprise began to assume evidences of pronounced success soon after Mr. Howe took charge of the shops, and by 1884 the business had outgrown the capacity of its original quarters. Under these conditions the company purchased a tract of land on McKinstry av-

enue, contiguous to the tracks of the Wabash Railroad, and the first buildings of the present plant of the corporation were erected and equipped under the direction of Messrs. Goldsmith and Howe.

The development of this important industrial institution offers the record of Mr. Howe's success in his chosen field of endeavor and also designates the initial work accomplished in connection with the upbuilding of the brass and copper manufacturing industry in the state of Michigan. Mr. Howe continued incumbent of the office of superintendent of the plant until November, 1905, when he resigned to become one of the organizers of the Michigan Copper & Brass Company, with which he has since been identified as a stockholder and as general superintendent, being the technical expert of the company. The various additions to the plant were erected under his supervision and many improvements in special machinery were designed by him: these devices were constructed in the machine shops of the company. The application of these new machines has conserved economy of labor and also materially enhanced the quality and value of the output. Although a description of the company and its business is offered on other pages of this work, certain salient points should be noted in the present sketch, in so far as they pertain to the successful efforts of Mr. Howe. Under his direction when he assumed the superintendency of the Detroit Copper & Brass Rolling Mills, in 1881, a force of not more than one hundred operatives and assistants was employed, and at the time of his resignation, in 1905, the corps of operatives numbered fully one thousand persons. The output of a single day in 1905 equalled that of an entire month in 1881. This certainly represents a splendid development, and none of those concerned with the business has failed to appreciate that the progress is most largely due to the indefatigable efforts and close executive administration of Mr. Howe. He has been signally favored in the kindly relations which he has ever maintained with the men

working under his supervision. They recognize his ability and loyalty and return to him unreserved confidence and esteem. In the twenty-five years of his identification with his present line of business he has never had a dispute with his men in the matter of labor conditions, and the Detroit companies of whose practical affairs he has thus been superintendent have never operated their plants with union labor. Mr. Howe is recognized as an expert in his knowledge of the mixing feature of the copper, brass and bronze business, and his ability in this line is the direct result of close investigation, experimentation and long experience. In mechanical work he is equally facile, and this fact has enabled him to provide many devices of great value in the equipment of the plants of which he has been placed in charge. He has invented many special machines and accessory equipments and the plant of the company with which he is now connected is a model in all departments, while its products are at all times maintained at the highest standard. That the co-operation of representative capitalists and business men of Detroit was secured in effecting the organization of the Michigan Copper & Brass Company was largely due to the implicit confidence they reposed in the technical and executive ability of Mr. Howe. For a more comprehensive outline of the history of the company reference should be made to the article descriptive of the same, appearing elsewhere in this volume.

Mr. Howe is an appreciative member of the Detroit Board of Commerce, the Detroit Engineering Society and the Rushmere Club, at St. Clair Flats. In addition to his stock in the company of which he is superintendent he has made judicious investments in local real estate, and his success in life is the result of his own energy and well directed efforts, as even the data of this brief article clearly indicate. He is loyal to the city which has so long been his home and is a firm believer in the still greater prestige which Detroit is to attain along civic and industrial lines. In politics he gives his allegiance to the Democratic party

and he and his family are communicants of St. Anne's Catholic church. He is also identified with the National Union, the Knights of Columbus and the Catholic Mutual Benefit Association.

In the city of Torrington, Connecticut, in May, 1876, was solemnized the marriage of Mr. Howe to Miss Margaret Ganley, who was born in the state of Massachusetts, and they became the parents of nine children, of whom seven are living, two of the sons having died in infancy. Thomas W. is bookkeeper for A. Krolik & Company, of Detroit; Frank is a draughtsman in the employ of the Russel Wheel & Foundry Company, of this city; and Vincent, Leo J., Paul, Sylvester and Mary B. are attending school.

LEARTUS CONNOR.

Leartus Connor, physician and surgeon (eye and ear), medical teacher and medical journalist, of Detroit, Michigan, was born January 29, 1843, at Coldenham, Orange county, New York, a son of Hezekiah and Caroline (Corwin) Connor; both natives of the same county. His father was a lineal descendant of Jeremiah Connor, who emigrated to America about the middle of the seventeenth century and owned lands in Exeter, New Hampshire, in 1664. His son, Jeremiah 2d, was captain of a company of scouts in the French and Indian war of 1702; the latter's son, Dr. Samuel Connor, was a lieutenant and surgeon with the Colonial forces which took part in the siege of Louisburg, 1745-6. John, a son of Dr. Samuel Connor (born in 1734, died 1796 in Walkill, New York), was a soldier in the battle of Ticonderoga; a soldier in the war of the Revolution; settling at the close of the war near Scotchtown, Orange county, New York, becoming a successful mechanic and farmer—the sword of his ancestor is possessed by his great-grandson, Leartus Connor. William Connor, son of John (born 1777, died 1854) was a soldier in the war of 1812, a mason, builder and farmer. On his farm near Scotchtown, Orange county, New

York, was discovered a partial skeleton of one of the largest mastadons extant, now preserved in the New York State Museum, at Albany, New York.

Hezekiah Connor, son of William, father of Leartus (born 1807 near Scotchtown, New York, and died in 1888) was a mason builder and a farmer, a Republican and Presbyterian. Caroline (Corwin) Connor (born 1817, died 1864), mother of Leartus Connor, was a daughter of Phineas Corwin, a soldier in the war of 1812, carpenter, farmer, Presbyterian, a direct descendant of Matthias Corwin, who emigrated from England, settling in Ipswich, Massachusetts, in 1633; removing to Southold, Long Island, in 1640. From the same stock came Thomas Corwin, the celebrated Ohio lawyer, governor of Ohio, member of congress, United States senator from Ohio, and secretary of the treasury under Fillmore—said to have been one of the wittiest and most forceful of political speakers.

Leartus Connor was educated in the district schools, in Wallkill Academy, and Williams College, Massachusetts, graduating a Bachelor of Arts in 1865 and Master of Arts in 1868. He then served as assistant principal of Mexico Academy, in Mexico, New York, for two years, during his leisure studying the fauna and flora of that region, and medicine with Dr. George L. Dayton. During 1867-8 he studied in the medical department of the University of Michigan, paying especial attention to practical work in the chemical laboratory. The two following years he spent in the College of Physicians and Surgeons of New York city, taking the degree of Doctor of Medicine in 1870. During the intervals of his college courses he did practical clinical work, in dispensaries, hospitals and clinics, especially with Dr. Herman Knapp at his Ophthalmic and Aural Institute and with Dr. Cornelius Agnew at his Manhattan Eye and Ear Hospital. He began practice at Searsville, New York, but in February, 1871, removed to Detroit to fill the chair of chemistry and director of the chemical laboratory in the Detroit Medical

College; in 1872 he was made professor of physiology and clinical medicine; in 1878 professor of diseases of the eye and ear. From 1871 to 1879 he was attending physician to St. Mary's Hospital; from 1881 to 1894 eye and ear surgeon to Harper Hospital, and from 1894 to 1906 consulting eye and ear surgeon; from 1887 to present date he has served as eye and ear surgeon to the Children's Free Hospital; from 1881 to 1890 he was consulting eye and ear surgeon to the Woman's Hospital.

From 1871 to 1895 Dr. Connor edited a medical journal known at different periods as the *Detroit Review of Medicine and Pharmacy*, *Detroit Medical Journal*, *Detroit Lancet*, and the *American Lancet*.

From 1876 to 1883 Dr. Connor was secretary of the American Medical Association; from 1875 to 1881 secretary of the faculty of the Detroit Medical College; president of the Detroit Academy of Medicine 1888-9 and 1877-8, and its secretary 1871-2; president of the American Academy of Medicine 1888-9; president of the American Medical Editors' Association, 1883-4; chairman eye section of the American Medical Association, 1891; vice-president American Medical Association 1882-3; trustee of the Journal of the American Medical Association, 1883-9 and 1892-4.

Dr. Connor is an active member of the Detroit Academy of Medicine; the Wayne County Medical Society, the Michigan State Medical Society, the American Academy of Medicine, the Michigan Academy of Science, the American Medical Association, the American Association for the Advancement of Science, the American Academy of Ophthalmology and Oto-Laryngology, and the Detroit Ophthalmological Club.

He was president of the Michigan State Medical Society 1902-3; chairman of its council 1902-5. (During this period the profession of Michigan was reorganized and on a scientific basis that greatly increased its efficiency and power—a triumph of medical sociology.) From 1892 to 1894 he was a mem-

ber of the committee of the American Medical Association on revision of its constitution, by-laws and code of ethics.

Dr. Connor's contributions to medical literature may be classified roughly as: (1) papers and discussions relating to his special eye and ear work; (2) those relating to the communal life of physicians; (3) public health; (4) general medicine; (5) presidential addresses before medical societies; (6) his editorial work during a period of twenty-four years. Space forbids a citation of but a few titles of these papers. In the first class we select "Hot Water in the Management of Eye Diseases"; "Optic Neuritis in Its Relation to Cerebral Tumor"; "Some Features of Strabismus"; "The Technique of Tenotomy of the Ocular Muscles"; "Strabismus as a Symptom; Its Causes and Practical Management"; "The Causes of Glaucoma"; "Diseases of the Lachrymal Passages; Their Causes and Management"; "Some Sources of Failure in Treating Lachrymal Obstruction"; "The Giant Magnet in Ophthalmic Surgery"; "Does Opacity of Incipient Cataract Ever Regain Transparency"; "What Contribution has Vibratory Massage Made to Ophthalmology."

(2) "The Communal Life of Physicians"; "A Year's Experience in Medical Organization"; "The Medical Profession; Its Aim and Method"; "Free Medical Service to the Well-to-do in the University of Michigan Hospitals."

(3) "The Needs and Value of Public Health Work"; "Common Sources of Danger to Human Vision"; "How to Secure and Preserve the Best Eyesight."

(4) "Neuralgia of the Heart Treated by Nitrite of Amyl"; "Unity of Croup and Diphtheria"; "Causes of Phthisis Pulmonalis."

(5) "American Medical Journal of the Future as Indicated by the History of the Medical Journals of the Past" (president's address); "Department of Medicine and Surgery, University of Michigan, Considered as a Living Organism and as a Factor" (address at the laying of the corner stone of the new

medical building by the president of the Michigan State Medical Society); "Michigan State Medical Society; Its First Eighty-three Years" (president's address, June, 1903); "American Academy of Medicine; Its Field Work and Suggestions for an Increase in Its Efficiency" (president's address); "The First Twenty Years of the Detroit Academy of Medicine" (president's address); "Methods for Promoting the Value of the Section on Ophthalmology, American Medical Association" (chairman's address).

The addresses before the Michigan State Medical Society, the American Academy of Medicine, and the Section on Ophthalmology, American Medical Association, started movements which radically changed each society and the entire American Medical Association.

Dr. Connor is an elder in the Fort Street Presbyterian church; member of the Old Club; member of the Detroit Club; member of the Board of Commerce; member of the Detroit Bankers' Club; and director in the Home Savings Bank. On August 10, 1870, he married Anna A., eldest daughter of Rev. Charles and Nancy (Page) Dame, of Exeter, New Hampshire, born at Falmouth, Maine, August 23, 1844. In 1866 she graduated from Mount Holyoke College, at South Bradley, Massachusetts. For the three following years she served as preceptress at Mexico Academy, Mexico, New York, and Monson Academy, Monson, Massachusetts. After building her home and rearing her family she devoted her life to advancing the intellectual, social, patriotic and religious life of her city. She was a constant worker in the Fort Street Presbyterian church, generally an officer, and always a leader in one or more of the church societies. She was the founder of the Michigan Mount Holyoke College Alumni Association, and for many years its president; a founder of the Detroit Twentieth Century Club and of the Woman's College Club. She was a member, and twice regent, of the Louisa St. Clair Chapter of the Daughters of the American Revolution. For several years she was cor-

responding secretary of the Michigan Chapter of the Colonial Dames of America, and was completing her second term of service as its president at her death, July 21, 1907. With high intellectual attainments she blended a gracious personality and unswerving devotion to her friends, her country and her God. To Dr. and Mrs. Connor came two sons, Guy Leartus, born October 10, 1874, and Ray, born November 1, 1876. Both fitted for college in the Detroit public schools and at the Detroit School for Boys; both graduated Bachelor of Arts from Williams College, Massachusetts, 1897; and both graduated Doctor of Medicine from Johns Hopkins Medical School, 1901. Guy at once began medical practice in Detroit; for one year he was secretary and treasurer of the Wayne County Medical Society, and served as assistant editor of the Journal, Michigan State Medical Society. Ray served as house surgeon at the Manhattan Eye and Ear Hospital in New York city till 1903, when he became associated with his father in eye, ear, nose and throat practice in Detroit. Both sons are connected with the Detroit Children's Free Hospital—Guy with the department of nervous diseases; Ray with the eye and ear service. Both are members of the American Academy of Medicine; of the Detroit Academy of Medicine; the Wayne County Medical Society; the Michigan State Medical Society; and the American Medical Association. Ray is a member of the American Academy of Ophthalmology and Oto-Laryngology, and secretary of the Detroit Ophthalmological and Otological Club and member of the Detroit Book and Journal club. He was founder of the Michigan Williams College Alumni Association and is its secretary and treasurer.

ELLIOTT T. SLOCUM.

Elsewhere in this volume is entered a memoir to Giles B. Slocum, one of the honored pioneers and influential citizens of Wayne county, who was the father of Elliott T. Slocum, and in the present sketch it is there-

fore unnecessary to again review the data or take further cognizance of the family genealogy. The subject of this sketch has proven a worthy successor of his father and has long held prestige as one of the prominent business men and leading citizens of his native county and state. His capitalistic interests are wide and varied and his individual and financial forces have been exerted along lines which touch and enhance the general progress and material welfare.

Elliott Truax Slocum was born at Trenton, Wayne county, Michigan, a village which was founded by his maternal grandfather, Colonel Abraham C. Truax, individually mentioned in this work, and the date of his nativity was May 15, 1839. He is the only son of Giles B. and Sophia Maria Brigham (Truax) Slocum. Mr. Slocum was reared on the old homestead near Trenton, and his collegiate preparatory course was taken in the Episcopal school for boys maintained on Grosse Ile by Rev. Moses Hunter, an able educator and a prominent clergyman of the Protestant Episcopal church. Mr. Slocum finished his preparatory course in 1857, and in the following year he was matriculated in Union College, Schenectady, New York—a locality which is the ancestral home of the Slocum family. He was graduated as a member of the class of 1862, receiving the degree of Bachelor of Arts, and his diploma was one of the last to bear the signature of Dr. Eliphalet Nott, who was for many years president of the institution and who held a very high reputation in educational circles. In 1869 Mr. Slocum completed a post-graduate course in the University of Michigan, which conferred upon him the degree of Master of Arts. He has ever retained a deep interest in educational affairs and has not retrograded in the matter of appreciative study of the best literature, classical and contemporaneous, being known as a man of broad intellectuality as well as one of great business capacity.

After his graduation in Union College Mr. Slocum became actively associated with his father in the operation of their extensive stock and grain farm near Trenton—one of the



Elliott T. Loewen

largest and most admirably conducted in the state—and they were also most intimately associated in lumbering in Muskegon county for a number of years, as will be seen by reference to the sketch of the life of the father. Elliott T. Slocum individually acquired by purchase extensive tracts of land in various parts of Michigan and Wisconsin, the greater portion being unreclaimed from the primitive forest, and with the advent of railroads in these sections, and the consequent development of the country, these lands greatly appreciated in value and constituted a most profitable investment. He is still interested in real estate in western Michigan, where he has large and valuable holdings, and where he is also concerned in various industrial and commercial enterprises of an incidental order. He is also the owner of a large amount of real estate in Detroit, and his possessions along the river front in Wayne county are extensive and exceedingly valuable. In this, as well as other connections, he has done much to further the material upbuilding and generic progress of his home city and county.

With a natural predilection for affairs of breadth, and trained by a father of great pragmatic ability, Mr. Slocum made distinctive progress along lines of legitimate business enterprise. He was one of the original directors of the Chicago & Canada Southern Railroad, was one of the organizers of the First National Bank of Whitehall, Muskegon county, of which he long served as vice-president, and was formerly a director of the Detroit National Bank now known as the Old Detroit National Bank. He is at the present time a director and large stockholder in the Union Trust Company, a stockholder in the First National Bank of Detroit and the Citizens' Savings Bank, as well as the City National Bank of Grand Rapids, Michigan. He is also one of the principal stockholders of the Michigan Wire Cloth Company, one of the successful industrial concerns of Detroit. Upon the death of his father he assumed control of the large estate, and the management of the same has demanded much of his time and attention during the intervening period of more

than a score of years. He succeeded his father as trustee of the Saratoga Monument Association of New York, and with George William Curtis, Samuel S. Cox, John H. Starin and others was actively concerned in the erection, under the direction of the association, of the beautiful monument on the field of Burgoyne's surrender, at Schuylerville, New York, near the old homestead of his father's family. This monument is conceded to be one of the finest in America and is a worthy memorial touching one of the most important events in the nation's history. He was also chairman of the Frances Slocum Monument Committee, through whose efforts a fitting monument was erected over the grave of the Indian captive, Frances Slocum, in Miami county, Indiana. The romantic story of the life of this worthy woman, who was taken captive when a child of five years and who was reared among the Indians, has been told in the pages of history, and her kindred in generations far removed finally paid a definite tribute to her memory by the placing of the monument mentioned, the same having been unveiled on the 17th day of May, 1900. The occasion was one of historic interest and called forth an assemblage of many representative men, including a large number who could claim direct collateral kinship. Further mention of Frances Slocum is made in the sketch of the life of Mr. Slocum's father, and in that article is indicated the direct family relationship.

In 1886 Mr. Slocum was appointed a park commissioner of Detroit, and he was for several years in turn commissioner, vice-president and president of the board. He has made several trips to Europe, where, being naturally attracted by the wonderful dykes of Holland, which have reclaimed vast tracts of lowlands from the sea, he spent much time in studying the methods and results of the Dutch engineers. The knowledge thus gained, together with that secured through a careful study of the parks of Europe, came into useful play in the smaller field of Belle Isle park, which owes much of its attractiveness to the efforts and advice of Mr. Slocum while

a member of the board of park commissioners.

In politics Mr. Slocum has ever been aligned as a loyal advocate of the principles of the Republican party, and he has been an active and valued worker in behalf of its cause. In 1869 he represented the Third senatorial district in the state legislature, and he proved a popular and valuable working member of the upper house, his course being marked by conscientious application and earnest efforts to promote wise legislation. He was always an active member of the Michigan Club and other political organizations of his party, and took great interest in all the senatorial elections. Those who know Mr. Slocum appreciate him for his independence and the frankness with which he presents his views, without demanding that others shall endorse them. In 1896 he was appointed, by Governor John T. Rich, an inspector of the Michigan Military Academy, at Orchard Lake.

Mr. Slocum is a member of the Society of Colonial Wars, the Sons of the American Revolution, the American Historical Association, the American Forestry Association, the Detroit Board of Commerce, the Detroit Municipal League, the Detroit Club, the Country Club, the University Club, the Fellowcraft Club, the Bankers' Club, the Detroit Assemblies and of other minor clubs and associations of Detroit. He is also a member of the Chi Psi Club of New York and the Peninsular Club of Grand Rapids, Michigan.

He is a communicant of the Protestant Episcopal church and a trustee of Harris Hall, in connection with the state university, at Ann Arbor. Harris Hall was endowed with the Slocum lectureship by his wife, out of respect for the late Rt. Rev. Samuel S. Harris, bishop of the diocese of Michigan, who was the founder of said institution and deeply interested in its welfare. When in Detroit Mr. Slocum attends Christ church, and at his summer home, on Slocum's Island, he is senior warden of St. Thomas' church, Trenton, which was founded by his grandfather, Colonel Abraham C. Truax.

On the 30th of July, 1872, was solemnized the marriage of Mr. Slocum to Charlotte

Gross Wood, daughter of the late Ransom E. Wood, an honored pioneer and influential capitalist of Grand Rapids, Michigan. Mrs. Slocum died in Dresden, Germany, on the 6th of June, 1891. Mr. Slocum maintains two homes—one in Detroit and the other his beautiful summer residence about sixteen miles below Detroit, on the banks of the Detroit river.

JOHN B. HOWARTH.

Detroit has made definite and substantial progress in industrial lines within the last quarter of a century, and its commercial importance in a relative way is of a scope to be a source of gratification to those who have conserved this result. Among the number is the subject of this sketch, who is now treasurer of The Pingree Company and who has gained for himself a secure place as one of the alert and enterprising business men of the city.

Mr. Howarth claims as the place of his nativity the old Bay State, having been born in the village of Graniteville, Westford township, Middlesex county, Massachusetts, on the 29th of March, 1858, and being a son of George and Margaret (Bradshaw) Howarth, both of whom was born in England. The parents came to America in 1842 and took up their residence in Massachusetts. The father found employment as an expert mechanic until 1875, when he removed to Detroit, where he passed the remainder of his life; he died in 1890 and his wife passed away in 1899.

The subject of this review received his early educational training in the public schools of his native state and supplemented this discipline by a course in Westford Academy, in Westford Centre. He was seventeen years of age at the time of the family removal to Detroit, and he soon secured a position in the office of the well known shoe-manufacturing firm of Pingree & Smith. That he won for himself a secure position in the confidence and esteem of the firm is shown in the fact that in 1883 he was admitted to partnership in the business. This connection continued until

after the death of Hon. Hazen S. Pingree, and upon the incorporation of the business, in 1902, he became one of the principal stockholders and was made treasurer of the company, an incumbency which he has since retained. He has proven an able and discriminating executive and has reinforced the distinctive business ability which he had previously manifested and which has led to his preferment.

Mr. Howarth has not hedged in his affairs by bounds of purely personal interest but, rather, has shown a broad-minded and liberal attitude as a citizen and business man and has done all in his power to forward the material and civic prosperity of his home city. He was one of the organizers of the Detroit Board of Commerce and was a member of its committee on constitution and by-laws. He was also elected a member of the first board of directors of the institution and served as a member of the executive committee of the body, having been chairman of this committee for one year.

Mr. Howarth has been a zealous worker in the ranks of the Republican party and has taken a deep interest in local affairs of a public nature. He is at the present time (1908) treasurer of the Progressive Municipal Voters' League, which has done much to further effective administration of the city government. His religious faith is that of the Protestant Episcopal church, of which he is a communicant and in which he is a zealous worker. He holds membership and is a vestryman in the parish of St. Paul's church and is a treasurer of the diocesan board of missions of the diocese of Michigan. He is identified with the Detroit Club and other social organizations. His concern in the promotion of moral and religious causes is shown in his intimate association with the work of the Young Men's Christian Association, and he is president of the Detroit organization of the same.

In 1884 was solemnized the marriage of Mr. Howarth to Miss Frances C. Perkins, a daughter of Norman C. Perkins, a prominent editor and attorney of Detroit, and the children of this union are three in number, namely: Marjorie, Winslow and Donald Gridley.

HENRY STEPHENS.

Among those who were prominently concerned in the development of the great lumbering industry in Michigan and who held precedence as representative business men of the state was the subject of this memoir. He was a man of distinctive force of character, strong initiative power and sterling integrity, and he left a definite impress upon the annals of his time.

Henry Stephens was born in the city of Dublin, Ireland, March 14, 1823, and was the only child of Robert L. and Emily (O'Brien) Stephens. In 1830 the father came to America and located at Kingston, Ontario. The subject of this memoir was the only child of his father's first marriage, and the latter had children from two subsequent marriages. Robert L. Stephens died at sea while en route to Ireland, his native land.

As his father was in very moderate circumstances, the subject of this review was "bound out" when a lad of nine years. He was permitted to attend the district schools a portion of each year, but his early advantages in this line were very limited. A man of strong mentality, he effectually overcame this handicap of early years, having attained a broad fund of information and developed much intellectual power through personal application and through intimate association with men and affairs. During his youth he was employed at farm work and as a clerk in a country store. Becoming assured that better opportunities were afforded in the United States, in 1844, soon after reaching his majority, Mr. Stephens came to Michigan and located at Romeo, where with a capital of three hundred dollars, he established himself in the general merchandise business, beginning operations, as may be inferred, on a very modest scale. He was energetic and enterprising, gained and held the confidence and good will of the community and met with definite success in business. Finally he opened a branch store at Almont, Lapeer county, where likewise he built up a good business.

In 1856 Mr. Stephens came to Detroit, where he established himself in the hardware business, under the firm name of Stephens & Marvin. Soon afterward he purchased Mr. Marvin's interest and thus became the sole owner of the business. The financial panic of 1857 brought serious reverses to his brother, James Stephens, who was engaged in the mercantile business in what was known as the old "Checker" store, on Woodward avenue. In attempting to assist his brother Mr. Stephens crippled himself and was compelled to dispose of his own business. In 1861 he took up his residence in Almont and assumed full charge of the business which he had continued in that village.

In the period leading up to the civil war he was one of the active workers in the "underground railway," and many negroes were helped to Canada and freedom by him and his associates. The cellar of his home at Almont was a station on this historic railway.

During the civil war Mr. Stephens speculated largely in cotton goods and nails, through which means he laid the foundation for his large and substantial fortune. He was among the first to realize the value of pine lands, and as early as 1868 he had purchased large tracts of timber land in Tuscola county, as well as in adjoining counties. His first mill was located on Clear Lake, nine miles north of the present Inlay City, in Goodland township, Lapeer county, and was devoted to the manufacture of shingles. He later purchased a large tract of land north of Lapeer and there operated the largest lumber plant of its kind south of Saginaw, in the Saginaw valley; also developed a large business in handling lumber purchased from other mill operators in that section. Later he erected a large plant at St. Helen's, Roscommon county, being the founder of the village mentioned. This was one of the largest and best equipped plants in the state and Mr. Stephens built up a magnificent enterprise. He employed in his mills and camps from three to five thousand men and utilized an average of five hundred horses.

He also built and operated many miles of logging railroad.

In 1882 Mr. Stephens organized a stock company, under the title of Henry Stephens & Company, and the interested principals in the concern were himself and his two sons, Henry and Albert, and twelve old and trusted employes. Mr. Stephens continued to be actively identified with the management of the business until his death, which occurred February 22, 1886. Soon after his demise the business of Henry Stephens & Company was closed and the concern was succeeded by the Stephens Lumber Company, under which title the enterprise is still continued, under the ownership and active control of his son Henry. Mr. Stephens was known as one of the largest lumber operators in the state at the period when the lumber industry was one of the greatest in this commonwealth. His mills at St. Helen's alone had an output of one hundred and twenty-five million feet in a single year, and within a period of fourteen years more than a billion feet of lumber were cut. Mr. Stephens was a man of great capacity for the handling of affairs of breadth and importance, and his success was the diametrical result of the application of his splendid energies along legitimate lines of enterprise. He so ordered his course as to retain at all times the confidence and esteem of his fellow men.

In politics Mr. Stephens was a staunch adherent of the Republican party, having been one of its founders, at the historic meeting "under the oaks," at Jackson, but he never had any desire for public office. He was a liberal, broad-gauged man, well fortified in his convictions and never lacking the courage of the same.

September 20, 1853, was solemnized the marriage of Mr. Stephens to Miss Clarinda Leet, daughter of Dr. Albert Leet, who was a pioneer physician and influential citizen of Macomb county, where he took up his residence as early as 1820. To Mr. and Mrs. Stephens were born three children—Henry, Albert L., and Catherine. The daughter be-

came the wife of Charles McIver, and she died in 1898, in California. Mrs. Stephens still survives her honored husband and is now seventy-seven years of age (1907).

JOHN S. NEWBERRY.

Bearing the full patronymic of his honored father and well upholding the prestige of the family name, the subject of this review is numbered among the progressive and public-spirited citizens and representative business men of his native city, where, in addition to various other capitalistic interests of importance, he is president and general manager of the Detroit Steel Castings Company.

Mr. Newberry was born in the beautiful old family homestead, 483 Jefferson avenue, Detroit, on the 21st of July, 1866, and is a son of Hon. John S. and Helen P. (Handy) Newberry. A memorial tribute to his father appears on other pages of this work, so that further review of the family history is not demanded in the present connection. The earlier educational training of the subject of this sketch was secured in the Barstow school, Detroit, and the Michigan Military Academy, at Orchard Lake. After leaving the latter institution he prosecuted his studies for two years in Chester Military School, at Chester, Pennsylvania, and in 1890 and 1891 he was a student in Cornell University, New York, where he completed a special course year, in the Engineering department.

Upon leaving Cornell Mr. Newberry returned to Detroit and became assistant manager of the Detroit Steel & Spring Company. In 1902 he was one of the organizers of the Detroit Steel Castings Company, of which he became assistant manager at the time of incorporation. In 1905 he was elected to succeed his brother, Truman H. Newberry, now assistant secretary of the United States navy, as president and general manager of the company. He has since administered the affairs of the concern with marked discrimination and ability and has shown distinctive qualities of leadership and initiative,—traits which brought his

distinguished father so prominently forward in the industrial world. He is a director of the National Bank of Commerce, Detroit, and is a trustee of Grace hospital, of which his father was one of the founders and most liberal supporters. Mr. Newberry is a staunch adherent of the Republican party but has never been moved to enter the domain of practical politics. He is a member of the Detroit Board of Commerce, the Detroit Club, the Yondotega Club, the Detroit Boat Club, the Detroit Country Club, the Detroit Automobile Club, and the Old Club, at St. Clair Flats. He exemplifies in his courteous bearing and democratic ways the gracious and cultured influences under which he was reared, and he enjoys marked popularity in the business and social circles of his native city, to whose interests he is insistently loyal, even as he is fully appreciative of the city's manifold attractions.

Mr. Newberry has been prominently identified with the Naval Reserves of Michigan, with which he served for six consecutive years,—1894-9, both inclusive. During the Spanish-American war he was chief quartermaster on the United States cruiser "Yosemite," and in the department of general history in this volume will be found reference to the service of the Michigan Naval Reserves at the time of the war mentioned. At the present time Mr. Newberry is a member of the Gilbert Wilkes Command, Naval War Veterans. In the industrial and commercial department of this publication will be found a review of the Detroit Steel Castings Company, of which Mr. Newberry is president.

On the 30th of September, 1908, was solemnized the marriage of Mr. Newberry to Mrs. Edith Stanton Field, daughter of Alexander M. Stanton, a representative citizen of Detroit and a member of an old and honored family of this city.

FRANK S. MUNGER.

On other pages of this work, in the sketch of the life of the late James L. Edson, is incorporated a review of the upbuilding of the great

wholesale dry-goods house of Edson, Moore & Company, of which Mr. Munger is now the senior partner, having been identified with the concern from his youth to the present time and having won advancement through his fidelity and effective efforts in the connection. As one of the interested principals in this concern and as one of the representative business men of Detroit, he is entitled to distinctive recognition in this historical compilation, which has to do with those who have been the upbuilders of the "Greater Detroit." He was admitted a member of the firm on the withdrawal of Stephen Baldwin from the same.

Mr. Munger is a native of the Wolverine state, where the family was founded in the pioneer days. He was born at Dundee, Monroe county, Michigan, in 1850, and is a son of Elizer D. and Mary P. (Simons) Mungér, the former of whom was born in Connecticut and the latter in Vermont. They came to Michigan in 1836, about a year prior to the admission of the state to the Union, and the father reclaimed a farm in the midst of the wilds of Monroe county, remaining identified with agricultural pursuits until his death. He was a man of inflexible integrity and strong intellectuality and wielded no little influence in his community, where he held various local offices. His wife died in the same county; she was a member of the Congregational church and his political faith was that represented by the Republican party.

Frank S. Munger, the immediate subject of this sketch, received his early educational training in the public schools and had the further advantages involved in the wholesome and vigorous discipline of the farm, where he waxed strong in mental and physical powers. In 1869 he initiated his business career by assuming a position as clerk in a general-merchandise store at Manchester, Michigan, where he was employed for three years. At the expiration of this period, in 1872, he came to Detroit and entered the employ of the wholesale dry-goods house of Edson & Moore, of which the present company is the direct suc-

cessor. The best voucher for his success and for his status as an enterprising and reliable business man is that afforded in his rise to his present responsible position in the concern with which he has been so long identified and to the furtherance of whose interests he has contributed in no small measure. The house is one of the largest of the kind in the state,

The welfare and progress of the city of Detroit are matters of vital interest to Mr. Munger, whose is known as a loyal and public-spirited citizen. In politics, though not an active factor, he exercises his franchise and gives his influence in support of the principles and policies of the Republican party, and he is identified with various civic, fraternal and social organizations.

In the city of Detroit, on the 7th of July, 1875, Mr. Munger was united in marriage to Miss Fannie A. Caverley, who was born and reared in this city, and they have two children, Frank and Helena.

Since the foregoing sketch was prepared Mr. Munger has withdrawn from his active association with Edson, Moore & Company, as is indicated in the following extract from the Detroit Free Press of Sunday, November 1, 1908:

Frank S. Munger, senior member of the wholesale dry goods firm of Edson, Moore & Company, and a vice-president of the Wholesalers' Association of Detroit, yesterday retired from the firm after more than thirty years' connection with it. His associates in business and the employes of the firm presented him a fine loving cup, manufactured by John Kay especially for the occasion. The presentation was made by Edward J. Koster, of Grand Haven, who has been a traveling salesman for Edson, Moore & Company for thirty-five years. It was an affecting scene, and Mr. Koster's voice broke as he spoke of the kindly treatment of employes by Mr. Munger. Mr. Munger is considered one of the most expert judges of wash goods in the United States and justly carries the reputation of being one of the most upright and able wholesale merchants in the country. When asked as to his future plans, Mr. Munger said he had none made, and would probably take a

rest. A few weeks ago articles of incorporation were filed by Edson, Moore & Company, hitherto a partnership firm with the nominal capital of one thousand dollars. This was done as a preliminary step to a reorganization of the firm, which will go into effect at the end of the year, when the capital stock will be increased.

GEORGE B. PECK.

On the 3d of November, 1906, in Kansas City, Missouri, occurred the death of George B. Peck, who was a native of Detroit and who honored his native state by his life and services. While he attained to distinctive success in the business world and was known as one of the world's earnest and indefatigable workers, the individuality of the man was best indicated in the exalted nobility of his character, in his fervent and dominating Christianity and in his insistent charity, toleration and helpfulness as a man among men. He was a son of George Peck, one of Detroit's representative citizens, of whom specific mention is made in this publication, and though the field of his labors as a business man was in Kansas City, it is fitting that a brief tribute to his memory be incorporated in this work.

George Butler Peck was born in Detroit, on the 14th of June, 1863, and in the public schools of this city he secured his early educational discipline, after which he took a course in the Michigan Military Academy, at Orchard Lake. At the age of twenty years he was given a position in his father's dry-goods establishment, one of the leading retail concerns of the sort in Detroit at that time, and here he manifested in a most unequivocal way his inherent talent for business, the result being that he made rapid advancement. His ambition led him to seek a wider experience, and for two years he was employed in the largest retail houses of Albany, New York and Brooklyn. Concerning his further business career the following pertinent statements are consonantly entered: "Mr. Peck's resolve to go west came about two years after he left Detroit. He met

L. B. Lester in New York city while Mr. Lester was organizing a dry-goods business in Kansas City, and he became interested in the proposition, taking a block of the stock in the Lester store, and came to Kansas City in October, 1889. He was made a director of the company and at once took an active part in the management of the store. On the 15th of July, 1894, Mr. Peck was elected vice-president of the company. He held this office four years, and on the 15th of July, 1898, with the assistance of his father, bought out the interest of Lester and was elected to the presidency of the company. Under the management of Mr. Peck the business of the store grew rapidly. On the 15th of July, 1901, the directors voted to change the name of the company to the George B. Peck Dry Goods Company."

From the Michigan Presbyterian of November 15, 1906, are gained the following data, appearing in a memoir to Mr. Peck: "A prominent characteristic in Mr. Peck's personality was his 'insatiable appetite for hard work,' which he possessed as a family trait and which insured him an ever increasing business success. But what is regarded as 'getting on in the world' was far from being the ruling motive in Mr. Peck's life. He was first of all a Christian gentleman, and he carried his religion into all the complex affairs of an intensely active career. He was a member of the First Presbyterian church of Kansas City and teacher of a large Sunday-school class of young women, to whom he devoted his best efforts in order to win them to the better life. His religion was not of a kind to be laid aside on Monday morning when he went to the store. A Bible was always on his private desk and it was his habit to read a chapter each day. * * * Mr. Peck was noted for his charities. He never refused money to anyone who asked him for assistance. He gave away thousands of dollars in charity which no one ever heard of. For the past seventeen years he has been actively engaged in philanthropic work, both inside and outside his store. He established the Girls' Home Association and

has been practically alone in maintaining it for the last few years. Any poor working girl who came to the city could find a home there. If she was able to pay board she was charged a small amount, but if she was not she paid nothing until she found a location. Then for the cash boys and girls in his store he started a school, furnished the books, a piano, and paid the teachers. In addition to this school Mr. Peck rented a cottage in Fairmount park, where each employe was given a week's outing every summer without cost. Many a poor boy and girl were helped by Mr. Peck's charities. Besides all this, he contributed liberally to every established charity of the city. In later years he employed a house physician, whose services were given without charge to the employes of his store. The sufferings of men, women and children appealed to him strongly, and it was his delight to relieve those in distress. His was a fine example of wise benevolence in an age when there is a strong tendency to what may be called impersonal philanthropy,—the endowment of libraries, colleges and churches.

"Mr. Peck went to the root of things and showed such real goodness and sympathy as to inspire gratitude and affection. Such men do not aim at self-glorification and will not be remembered by statues of bronze or stone, and yet they shall live in the hearts of the people who have been helped and saved by them."

Of Mr. Peck it may well be said that his was the faith that makes faithful, and he exercised a power for good in every relation of life. Purity of thought and purpose, a desire to be of help to his fellow men, and integrity of the most inflexible order,—these indicated the man and made his life stewardship prolific in good. Overtaxing his physical powers, he finally endured an attack of nervous prostration, and the sequel was his death in the very prime of his noble and useful manhood. His memory must ever rest as a benediction upon those who came within the sphere of his personal influence and who have realization that in his comparatively brief life he accomplished more good than is

usually recorded to the credit of those who reach advanced age.

On the 17th of April, 1895, was solemnized the marriage of Mr. Peck to Miss Eda M. Bachman, of Kansas City, who survives him, as does also their only child, Eda Marie, who was born in 1904. His venerable father and his two sisters and one brother reside in Detroit.

ELISHA TAYLOR.

In the year following the admission of Michigan to the Union there came to Detroit from the state of New York an ambitious and talented young lawyer, who had just attained to his legal majority, and it was his to become one of the pioneers of the little city and one of the distinguished members of its bar. Here he remained until his death, in the fullness of years and honors, and here he made an indelible impress upon the professional, civic and business life of the city and the state. This young man was Elisha Taylor, the subject of this brief memoir and one whose name is deeply graven on the roll of the sterling pioneers and public-spirited citizens of Michigan's metropolis.

Mr. Taylor was born at Charlton, Saratoga county, New York, on the 14th of May, 1817, and he died at his home in Detroit, August 16, 1906, having thus been nearly ninety years of age and having retained to the last wonderful control of his mental and physical faculties. He was strong, true and noble, and it is veritably true that his strength was "as the number of his days." In the agnatic line the genealogy of the family is authentically traced back to one of the valorous Normans, Baron Taillefer, who accompanied William the Conqueror into England, and this sturdy ancestor met his death in the battle of Hastings, on the 14th of October, 1066. His family was afterward awarded large landed estates in county Kent, England, where the baronial rank and appurtenances were long maintained inviolate.

Edward Taylor, of the ninth generation in direct descent from Baron Taillefer, was the



Elisha Taylor

founder of the family in America, to which country he immigrated in 1692, settling at Middletown, Monmouth county, New Jersey, where he became siezed of a large landed estate. His great-grandson, John Taylor, removed from New Jersey to Charlton, Saratoga county, New York, in 1774, becoming one of the pioneers of that section of the Empire state and one of the most influential and honored citizens of the community. He was judge of the county court from 1808 to 1818, and he passed the closing days of his life in the home of his son, John W. Taylor, who represented Saratoga county in congress from 1813 to 1833, and who was twice speaker of the national house of representatives. Judge Taylor's death occurred in 1829.

Elisha Taylor, subject of this memorial tribute, was a son of William and Lucy (Harger) Taylor and a grandson of Judge John Taylor, just mentioned. His father was a substantial farmer in Saratoga county and Elisha passed his boyhood and youth amidst the scenes of pastoral and agricultural life, receiving his rudimentary education in a district school, which he attended until he had attained to the age of twelve years, when he entered an academy at Cherry Valley, New York, and there continued his studies for some time. His collegiate preparatory course was taken in an academy at Hamilton, New York, and in 1833 he was matriculated in Union College, at Schenectady, that state. The president of this institution at the time was Dr. Eliphalet Nott, who was one of the most distinguished educators of his day. Mr. Taylor's health became so impaired in 1836 that he was compelled to withdraw from college, and he passed some time in the south, recuperating his energies. Upon his return he resumed his studies in Union College, in which he was graduated as a member of the class of 1837, with the degree of Bachelor of Arts. He was a member of the Phi Beta Kappa fraternity in his alma mater. During his collegiate life Mr. Taylor also prosecuted the study of law under effective preceptorship, and after leaving college his first employment was as

teacher of a select school at Athens, Greene county, New York.

In 1838, shortly after reaching his legal majority, Mr. Taylor came to Detroit in company with his cousin, a young man of about his own age. His father, a substantial citizen and wealthy farmer of Saratoga county, had previously visited Michigan and had purchased a tract of four hundred acres of land at Grand Blanc, Genesee county, this state. The father died in 1836, at his home in Charlton, New York, and the subject of this sketch came to Michigan primarily to investigate the holdings of the estate here. He arrived in Detroit with a capital of five hundred dollars, and his cousin also was equally well fortified in a financial way. They each purchased an Indian pony, and then set out for a journey of investigation through the new state, which was still considered on the frontier of civilization, though Detroit was then, in a relative way, an old town. They visited the tract of land at Grand Blanc and also passed through Jackson, Monroe, Tecumseh, Adrian, Mount Clemens, Black River (now Port Huron) and other settlements in the eastern part of the state. The cousin finally left for Chicago and young Taylor returned to Detroit, where he determined to take up his permanent abode.

In coming from the east Mr. Taylor had been provided with numerous letters of introduction and recommendation, but of these he presented only one, which was addressed to Peter Morey, who was then attorney general of the state. Mr. Morey gave him a cordial welcome and the young easterner became a student in the office of this representative member of the bar of Michigan. Shortly afterward C. C. Jackson introduced Mr. Taylor to Governor Stevens T. Mason, who, after some conversation, inquired, "Do you want an office?" Young Taylor answered promptly in the affirmative, and the reply of the boy governor was: "Very well, I'll make you a notary public." In the years far later Mr. Taylor often reverted to this incident with humorous appreciation and he remained a warm admirer of the first governor of the commonwealth.

In 1839 Mr. Taylor was examined for admission to the bar, by Henry N. Walker, acting for the court. He acquitted himself creditably and was duly admitted to practice. He then entered into a professional partnership with his former preceptor, Mr. Morey, and under such favorable auspices he soon acquired a fairly lucrative law practice. Every year he would lay aside his law work for a time and go to the farm at Grand Blanc, where he applied himself to strenuous manual labor, through which he waxed strong, being able to return invigorated to his office, the while having made progress in the development of the land. The farm was owned jointly by himself and his nine brothers and sisters, but as he earned money he purchased from time to time the interests of the other heirs and finally became the sole owner of the property, which was gradually appreciating in value and which eventually yielded him large financial returns.

Mr. Taylor resided for many years in the old third ward of Detroit, and, as a Democrat, was active in ward and city politics. He became well known as a lawyer and as a man of worth and ability, so that it was but natural that he should be called to positions of public trust. He served as master in chancery from 1842 to 1846, was city attorney in 1843, member of the board of education in 1843-4, circuit court commissioner from 1846 to 1850; clerk of the supreme court in 1848-9 (when Detroit was still capital of the state), registrar of the United States land office from 1853 to 1857, and United States pension agent from 1854 to 1870. At the time of the inception of the civil war Mr. Taylor still remained an ardent Democrat, but he eventually felt that the principles of the Republican party more nearly represented his ideas of public polity at the time, and he identified himself with the latter, showing in this instance, as in all other relations and exigencies of life, the courage of his convictions, in which he was ever well fortified. When the government announced that it needed money to prosecute the war Mr. Taylor voluntarily sent as his contribution to the United States treasury

in New York the sum of eight thousand dollars. This was subsequently repaid, with four per cent interest.

In his religious affiliation Mr. Taylor was originally a communicant of the Protestant Episcopal church, but his wife was a Presbyterian and after his marriage he identified himself with that denomination. In 1854, with forty-three other members, he assisted in organizing the Jefferson Avenue Presbyterian church. In 1856 he was elected an elder in the same, and he continuously held this office until his death, a full half century later. He also served as commissioner to the general assembly of the Presbyterian church at Harrisburg, Pennsylvania, in 1868; at Saratoga Springs, New York, in 1884; and at Detroit in 1891. He was president of the Detroit city mission board in 1879, this having been a charitable society with extended aims and functions, and in 1866 he was president of the Presbyterian alliance of Detroit. He was a most zealous and devoted worker in the cause of the Divine Master and ever exemplified in his daily life the "faith that makes faithful."

Mr. Taylor was a man of fine appearance and of distinctive personal graciousness, emphasized by his culture and great intellectual powers. He was five feet ten inches in height and weighed about one hundred and seventy-five pounds; he was well proportioned, with bluish-gray eyes and medium complexion. His hair, originally brown, turned snowy white, and with his long beard, which he wore during the last fifty years of his life, his appearance became in time truly patriarchal. It has been noted that, perhaps, in recent years he was the only gentleman of the old school who wore upon the streets of Detroit a dress coat.

He possessed a goodly share of material wealth, owning real estate and other interests in Detroit and elsewhere in the state. All through his long and signally useful life he enjoyed a reputation for strict integrity, honorable dealing and generous and discriminating kindness. Further than this, the reputation fully denoted the intrinsic character of the man.

In the year 1844 Mr. Taylor returned to New York and at Schoharie, that state, was married to Miss Aurelia H. Penfield, the love of his boyhood and youth. She was a daughter of Thomas Penfield, a successful manufacturer and prominent citizen of Schoharie. He brought his bride to Detroit and here they lived in mutual love and sympathy until her death, which occurred on the 22d of November, 1888. Mr. Taylor passed the declining years of his life in the home of their only surviving child, DeWitt H. Taylor, who is now one of the representative members of the Detroit bar and of whom individual mention is made in this volume.

H. BYRON SCOTT.

Among those who have been concerned in the upbuilding of the great retail dry-goods house of Newcomb, Endicott & Company, of Detroit, is Mr. Scott, who is second vice-president of the corporation and who is known as a reliable, enterprising and substantial business man, and as one who stands essentially representative in his chosen sphere of effort. Elsewhere in this volume appear reviews of the careers of the founders of this leading mercantile house, Messrs. Cyrenius A. Newcomb and the late Charles Endicott, and in the sketches thus presented is incorporated the record of the development of the business, so that the articles in question should be noted as complementary to the one at hand, and should be read in the same connection.

H. Byron Scott was born at Colborne, province of Ontario, Canada, on the 27th of February, 1848, and is one of the many valued citizens whom that dominion has contributed to Detroit. To the public schools of his native province the subject of this review is indebted for his early educational discipline, which was effectively supplemented by a course of study in Clark College, at Aurora, Illinois. In 1869 he left school and initiated his business career, having been twenty-one years of age at the time. He entered the employ of the firm of Barnes & Bancroft, retail dry-goods

dealers, in the city of Buffalo, New York, where he remained as a salesman until 1875, when he resigned his position to accept one of similar order in the leading dry-goods establishment of L. S. Ayres & Company, of Indianapolis, Indiana, where he eventually rose to the position of buyer and manager.

In New York city Mr. Scott formed the acquaintance of Cyrenius A. Newcomb, of Detroit, and thereafter they frequently encountered each other while in the eastern market for the purchase of goods. The final result was that, in 1881, Mr. Scott was tendered and accepted a position with the firm of Newcomb, Endicott & Company, with whose interests he has since continued to be closely identified. In 1887 he was admitted to partnership in the business, a merited recognition of his value to the concern, and upon the organization and incorporation of the stock company, under the original title of Newcomb, Endicott & Company, in February, 1903, Mr. Scott became second vice-president of the corporation, an executive office of which he has since remained in tenure, while his entire time and attention are given to the affairs of the concern, which is one of the largest of the kind in the west. He is known as one of the most thoroughly informed men in the retail dry-goods trade, having a broad and comprehensive knowledge of the multifarious lines of goods handled and being especially discriminating in the selection of stock. He is the foreign buyer for the house and in the establishment itself he has direct charge and supervision of the second floor, devoted to women's suits, cloaks, coats, lingerie, etc. He is essentially and typically a business man, alert, vigorous and far sighted, so that he proves a valuable coadjutor in the handling of the magnificent mercantile enterprise with which he has been identified for more than a quarter of a century.

Mr. Scott passes the major portion of the year at his beautiful estate, Halcyon Place, on Grosse Ile, and his is one of the finest of the many beautiful country seats on the island. There he owns a tract of one hundred and forty

acres, and he maintains a fine herd of the highest grade of imported Guernsey dairy cattle, in which he takes much pride and interest and through which his place has gained a wide reputation. In politics Mr. Scott gives support to the cause of the Republican party, and he is a member of the Detroit Club, the Detroit Boat Club, the Detroit Automobile Club, and the Old Club, at St. Clair Flats. He and his family hold membership in the St. James church, Protestant Episcopal, Grosse Ile, and he is a member of its vestry.

In the year 1877 was celebrated the marriage of Mr. Scott to Miss Harriet C., daughter of the late John Cane, a representative citizen of Indianapolis, Indiana, and they have one daughter, Grace Louise. The family is prominent in the social life of Detroit.

C. H. HABERKORN.

It is gratifying to the publishers of this work to be able to present within its pages a review of the career of this representative business man of Detroit, where he has attained distinctive success through his own well directed efforts and, incidentally, built up an industrial enterprise, which adds to the economic and commercial precedence of the fair "City of the Straits."

He is the founder of the business conducted under the title of C. H. Haberkorn & Company, and the exclusive product of his fine establishment is parlor and library tables of the highest grades. This is an age of specializing, and Mr. Haberkorn had the prescience to realize that much was to be accomplished by thus limiting the variety of goods produced in his factory, the results having fully justified the wisdom of his course, as his products are now in demand not only in the most widely separated sections of the United States but also in foreign countries. A description of the business and plant appears elsewhere in this volume and reference should be made to the article in question in connection with this brief sketch of the life of the founder.

Mr. Haberkorn has the satisfaction and distinction of claiming Detroit as the place of his nativity, since he was born in this city, on the 27th of July, 1856. He was afforded the advantages of the excellent public schools of Detroit, and, when but eleven years of age, he became concerned with the practical affairs of life. At the age noted he entered upon an apprenticeship, at the trade of carpenter and joiner, and in due time he became a skilled artisan. After completing his apprenticeship he was in the employ of the contracting firm of Morehouse & Mitchell, of Detroit, until 1873, and somewhat later he went to San Francisco, California, where he secured profitable employment as a journeyman at his trade and where he assisted in the erection of the Palace Hotel. He then returned to Michigan.

In 1876 he was employed in connection with the building of the court-house at Sault Sainte Marie, in the upper peninsula of this state, and thereafter he returned to his native city, Detroit, where he has since maintained his home, and where, in 1878, he founded the manufacturing business of which he has since been the proprietor, and which, as before stated, is specifically mentioned in this publication, so that a repetition of the data is not demanded. It is interesting and pertinent, however, to state that of the eight men who entered his employ at the time he founded his factory, three still remain with the concern, having the unqualified esteem of their employer and according to him confidence and affectionate regard, as may be inferred from the association which has continued during a period of thirty years.

Mr. Haberkorn's aim, at all times, has been to turn out from his factory the best articles possible, and to give his customers even better values than they expected. His adherence to this rule has been potent in building up the thriving enterprise of which he is now the owner. Mr. Haberkorn is also a director of the Pressed Steel Sanitary Manufacturing Company, and has other investments in connection with local industrial enterprises. He follows a progressive policy in his business af-

fairs, and as a citizen is essentially public-spirited. His standing in the business circles of his native city is one of marked security and popularity, and he is a true type of the self-made man—the type of which America is ever proud.

In politics Mr. Haberkorn has never been an active factor, though he is true to all civic duties and responsibilities, and is independent of partisan lines in the exercising of his franchise, preferring to support the men and measures which meet the approval of his judgment. He and his family are members of the Congregational church. He is also a member of the Detroit Club, the Country Club, the Wayne Club, the Young Men's Christian Association, the Archaeological Society, the Tuberculosis Society, the William A. Davis Brotherhood, and the Geographical Society of America, besides being eligible for, and associate member of, Detroit Post No. 384, Grand Army of the Republic.

Mr. Haberkorn is an extensive traveler, passing a portion of each year in travel, and is an enthusiast in the operation of the automobile. He is fond of golf, and thoroughly appreciative of the out-door life, with its beneficent recreation. For many years he maintained a summer home at Grosse Pointe. His city residence is located at 45 Ferry avenue, and is one of the attractive homes of that section of the city.

On the 24th of October, 1884, Mr. Haberkorn was united in marriage to Miss Fannie H. Ruehle, daughter of Frederick K. Ruehle, an honored and well known citizen of Detroit, of whose board of aldermen he was a member for about twenty years, and of whose board of public works he was president for twelve years. Mr. and Mrs. Haberkorn have two children,—Christian H., Jr., and Adelaide D. The son, who was born on the 26th of May, 1889, secured his preliminary education in the public schools, and had the distinction of being the first student to be enrolled on the membership list of the Detroit University School at the time of its opening. In this institution he

was graduated in June, 1907, and, in the fall of the same year, he was matriculated in the Master of Arts department of historic old Harvard University, where he is now a student.

WILSON S. KINNENAR.

The dual office of which Mr. Kinnear is incumbent stands in significant evidence of his technical and administrative ability, and it will readily be understood that great responsibilities devolve upon him in connection with the supervision of the construction of the gigantic tunnel which the Michigan Central Railroad Company is placing under the Detroit river. He is Chief Engineer of the Detroit River Tunnel Company and Assistant General Manager of the Michigan Central Railroad. The building of the tunnel mentioned represents one of the gigantic engineering feats of the twentieth century and the work is being rapidly pushed forward to completion under the general supervision of Mr. Kinnear. He has gained a high reputation in his chosen profession and is one of its leading representatives in the Union. On other pages of this work will be found definite mention of the tunnel which is now being constructed under the Detroit river for the accommodation of trains on the Michigan Central and New York Central lines, and it is needless to say that the undertaking is one which will have a great and beneficent influence in furthering the civic and industrial precedence of Detroit.

Mr. Kinnear was born in Pickaway county, Ohio, on the 25th of May, 1864, and is a son of Richard and Mary (Crow) Kinnear, both of whom were born in the state of Pennsylvania. The father was a civil engineer and surveyor by profession and for a number of years he held the office of county surveyor of Pickaway county, Ohio, where he was a citizen of prominence and influence and one honored by all who knew him. His grandfather and great-grandfather also were surveyors. In 1868 Richard Kinnear removed with his family to Franklin county, Kansas, where he devoted the remainder of his life to the work

of his profession and where he served many years as county surveyor. He died in that county and his widow now maintains her home in Kansas City, Missouri.

Wilson S. Kinnear was afforded the advantages of the public schools of Kansas, and in 1884 he was matriculated in the University of Kansas, at Lawrence, where he devoted three years to the study of civil engineering. Upon leaving the university he entered the employ of the Atchison, Topeka & Santa Fe Railroad Company, where he soon became assistant in location and construction work. He remained with this corporation for a period of three years, and thereafter he was similarly employed in Kansas, Texas, Missouri and other states in the southwest until 1887, when he removed to California, where for some time he was engaged in private professional work as a civil and hydraulic engineer. In 1888 he went to South America as assistant chief engineer for the American Construction Company, which held a contract with the government of Chili for the construction of more than seven hundred miles of railroad. Soon after becoming identified with this work Mr. Kinnear was promoted to the office of acting chief engineer, and he continued the supervision of the work until it was abandoned, as a result of the Chilian rebellion of 1889. In the following year Mr. Kinnear entered the service of the Michigan Central Railroad Company, in the position of assistant engineer of the Canada division, and under his supervision was completed the construction of many miles of new second track. In 1895 he represented the New York Central Lines' interest in the construction of the Toronto, Hamilton & Buffalo Railroad, in the capacity of supervising engineer, remaining until this line was practically completed. In 1896 he was called to Detroit to assume the position of principal assistant engineer of the Michigan Central Railroad, under the late Augustus Torrey, and he has since remained with this company, for which he has accomplished much important work aside from the gigantic enterprise to

which he is now giving his attention. In 1901 he entered the operating department, as Assistant Superintendent of the Canada division, and at the end of the first year he received further recognition of his ability and fidelity, being made Assistant General Superintendent of the entire system. On the death of Mr. Torrey he was made Chief Engineer, and under his supervision practically the entire road was rebuilt and double-tracked. In 1905 he received further preferment in being appointed Assistant General Manager of the road, and has since remained incumbent of the two responsible offices. Upon the inception of the project to build a tunnel under the Detroit river he was made chairman of a tunnel committee, on which his associates were W. J. Wilgus, vice-president of the New York Central & Hudson River Railroad Company, and the late E. H. Handy, an official of the Lake Shore & Michigan Southern Railroad. The committee reported favorably in regard to the project, and upon the organization of the Detroit River Tunnel Company Mr. Kinnear was appointed Chief Engineer of the company. The entire plans and specifications for the great tunnel were prepared by him, under the direction of an advisory board of engineers, consisting of W. J. Wilgus, of New York (chairman), H. A. Carson, of Boston, and the Chief Engineer of the Tunnel Company. He has had the active supervision of the work of building the tunnel, which will be completed in 1909. Mr. Kinnear is a man of distinctive initiative and administrative talents, and his professional career has been one of consecutive progress and one marked with splendid success. He is a valued member of the American Society of Civil Engineers and also of the American Railway Engineering & Maintenance of Way Association, of which he is a charter member. He is also identified with the Detroit Engineers' Society. In politics, while never active in party work, he gives a stalwart allegiance to the Republican party, and he is essentially progressive and public-spirited as a citizen.

In 1887 was solemnized the marriage of Mr. Kinnear to Miss Caroline Nichols, of Springfield, Ohio, and they have two children—Carmen and Lawrence. Mr. Kinnear has maintained his home in Detroit since 1896 and he is well known throughout the Union in connection with the work of his important profession.

ALBERT H. WILKINSON.

A publication of this nature exercises its most important function when it takes cognizance of the life and labors of those citizens who have risen to prominence through their own well directed efforts and who have been of material value in furthering the advancement and development of the commonwealth. Mr. Wilkinson is best known to the citizens of Detroit and the state of Michigan as a member of the bar, to which he was admitted in June, 1860. Except for a period of four years, 1873-7, during which time he occupied the bench of the probate court of Wayne county, he has continuously practiced his profession, and in his practice has gained such success as should fill to the full the measure of ambition.

Albert H. Wilkinson was born in Novi, Oakland county, Michigan, on the 19th of November, 1834, and is a son of James and Elizabeth (Yerkes) Wilkinson. James Wilkinson was a native of New York, and was born on the 24th of February, 1800. In 1826 he came to Michigan, becoming a settler of Oakland county. He purchased eighty acres of land from the government, the grant being signed by Thomas Jefferson, and his first few years as a resident of the state were attended by the hardships incident to pioneer life. His entire life was spent in agricultural pursuits, and he became prominent among that county's landed proprietors. He was elected to, and filled with credit, various offices in the gift of the people, among which were those of town clerk, justice of the peace and supervisor. He ever stood as an exponent of loyal citizenship, and was a personality whose memory is cherished in the sec-

tion in which his life of enlightened usefulness was lived. He married Elizabeth Yerkes, daughter of Joseph Yerkes, a pioneer settler of the northwest section of Wayne county. His death occurred on the 3d of February, 1872, and that of his wife on the 26th of September, 1863. They were survived by two sons, Albert H. and Charles M. Wilkinson.

Albert H. Wilkinson received his early education in the district schools of Oakland county, later attending Cochrane Academy, at Northville, and in the fall of 1852 became a member of the first class in the State Normal School at Ypsilanti, completing his studies there in 1854. In the fall of that year he was offered and accepted the position of principal of the union school at Centerville, St. Joseph county. He further prepared for college in the private school of Rufus Nutting, at Lodi Plains, and in 1855 entered the literary department of the University of Michigan, graduating with the degree of Bachelor of Arts in 1859. He attended the first term of the law school of the University of Michigan, later entered the law office of Judge M. E. Crofoot, at Pontiac, and in June, 1860, was admitted to the bar. In the fall of that year he formed a partnership with Henry M. Look, and later with O. F. Wisner. Mr. Wilkinson became a resident of Detroit on the 30th of August, 1861, and formed a partnership with W. P. Yerkes, at the time judge of the probate court of Wayne county, to which office he himself was destined twelve years later to be elected. In 1866 Mr. Yerkes removed to Northville and on January 1, 1867, formed with Hoyt Post the firm of Wilkinson & Post. After assuming his duties as probate judge, in 1873, he retired from the firm, forming with his brother, Charles M. Wilkinson, the firm of A. H. & C. M. Wilkinson, an association which continued under this style until his term on the bench expired, in 1877, after which Mr. Post again became a member, under the firm style of Wilkinson, Post & Wilkinson. C. M. Wilkinson retired in 1884, and the firm again became Wilkinson & Post. In 1898 the present firm of Wilkinson, Post & Oxtoby was

formed. The firm of Wilkinson, Post & Oxtoby is one of the prominent and influential law firms of the state, and includes among its clients many of the most important financial and industrial corporations of the city. During his practice, which has covered nearly fifty years and which has been seldom equalled in respect to length, Judge Wilkinson has appeared in connection with important litigations in both the state and federal courts. He is a man of strong character and powerful individuality, a speaker of no mean power, and in argument is logical and convincing. His political allegiance has been given to the Republican party and of its policies he has ever been a consistent and active supporter. He was elected judge of the probate court of Wayne county in 1872, as previously stated, and served two terms as a member of the board of education of the city of Detroit. His practical activities have not been confined to the practice of law, however, as he has been an influential factor in the development of the business life of the city. He was one of the organizers of the Michigan Mutual Life Insurance Company and of the Michigan Fire & Marine Insurance Company, of which he was the attorney of record and a member of the board of directors. He was also one of the organizers of the Michigan Savings Bank. The law firm of which he is the senior member are and have been since the organization of these corporations their attorneys. Mr. Wilkinson has been extensively engaged in the development of the residence section of the city, principally in the east end. He is a member of Kilwinning Lodge, Free and Accepted Masons, the Fellowcraft Club, American Bar Association, Michigan Bar Association and the Detroit Bar Association. He was elected president of the last named organization in 1906 and re-elected in 1907. He is a member of the First Baptist church and has served upon both its boards of trustees and deacons, and was also superintendent of its Sunday school for many years.

On the 4th of July, 1859, Mr. Wilkinson married Miss Elvira M. Allen, daughter of Henry Allen, a pioneer settler of West Bloomfield, Michigan. They have one son, Ralph B. Wilkinson, personal mention of whom appears elsewhere in this volume.

JAMES L. EDSON.

James Lafayette Edson was born at Batavia, New York, July 31, 1834, and died at Detroit, Michigan, August 25, 1895.

The founder of the Edson family in America was Deacon Samuel Edson, who came to this country from England in the year 1639, and who lived in turn at Salem and at Bridgewater, Massachusetts. He was a man of prominence and influence in the community and held various offices of public trust.

Nathaniel Edson was a "minute man" in service at the time of the war of the American Revolution. He held the rank of sergeant and participated in many of the engagements of that war. He was the father of Barney Hall Edson, who was born at Petersham, Massachusetts, in the year 1776.

Barney Hall Edson was the father of Lewis Morgan Edson, who was born February 22, 1807, and who was the father of James L. Edson, the subject of the present sketch. James L. Edson's mother's maiden name was Sarah Ames Flint. She came of a sterling New England family. He was the eldest of five children, only one of whom, a sister, is now living. Two brothers lost their lives in the cause of the Union in the civil war.

He was born on a farm and attended the common schools of his native state. At the age of seventeen years he secured a position as clerk in the store of Charles M. Rich, the leading merchant of Batavia, New York. Subsequently he entered the employ of Howard Whitcomb & Company, a wholesale dry-goods house of Buffalo, New York. While in that city he determined to avail himself of the larger opportunities the west afforded to young men, and without definite decision as to where he would locate arrived in Detroit on the 7th of December, 1855. Though an entire stran-



JAMES L. EDSON

ger, with but little money, he soon found a position in what was then known as the "Checkered Store" on Jefferson avenue, one of the leading mercantile establishments of the city.

In 1857 he secured a position in the large wholesale dry goods house of Orr, Town & Smith who had succeeded Zachariah Chandler & Company at 23 Woodward avenue. In the spring of 1866 this firm was succeeded by that of Allan Shelden & Company in which firm he became a partner and continued to be such until in February, 1872, when he, with George F. Moore, Charles Buncher, Ransom Gillis and Stephen Baldwin, organized the firm of Edson, Moore & Company wholesale dealers in dry goods and notions. This enterprise soon became one of very high standing in the business world. It deserved and achieved success. Its reputation for fair dealing and honorable business methods was, as it still is, unsurpassed and universally recognized. It became from the outset a very potent factor in the upbuilding of the city. Its success was largely due to Mr. Edson's ability and because he impressed his character upon it.

It was not only as the founder of a great business that his life was a benefit to the public. He served it in other capacities. He was a director of the Peoples' Savings Bank; an organizer and director of the Brush Electric Light Company, which was the first company to provide electric light for the city; one of the promoters and organizers of the Detroit Museum of Art, a liberal contributor to its funds; and one of the committee who selected the site of the present postoffice. Although solicited to hold public office he steadily refused, but never refused to do his full share in any movement which looked to the betterment of public conditions, the relief of the unfortunate, or the advancement of the moral and intellectual growth of the community.

He was a communicant of the Catholic church, sincere and devout, but of broad liberality and wholly free from intolerance. In social life he was courteous, genial, generous, a delightful companion and had troops of friends.

Born an American, his life was an exempli-

fication of the best traits of American character, —thorough honesty, a strong sense of right and justice, hatred of shams, clear mental and moral vision and an ability and determination to meet and fulfill the duties and obligations of life fearlessly. His death was recognized as a public loss, and his memory is revered by all who knew him.

WILLIAM H. HOLDEN.

Never before has Detroit been so big or so conspicuous in the eyes of the world, never have elements of strength been better organized and working more effectively than in this first decade of the twentieth century, marked by opulent achievement along all lines of industrial activity and civic advancement. All this is but the natural sequel of definite forces working to a definite end. The industrial spirit has been quickened in the minds of the representative capitalists and business men, who have thus been prompted to show forth more clearly to the world the great natural and acquired advantages which belong to the Michigan metropolis. Detroit has long held a distinct and solid industrial status, and in view of the great advancement within the past few years there must be given a meed of special praise to these men who laid the foundations for this prestige and recognition of those industries, fostered by them, which have for a longer period brought recognition to the city in the commercial marts of the world. Among such concerns none can possibly take precedence of that of Parke, Davis & Company, the largest manufacturers of pharmaceutical preparations in the world, and the publishers of this work find marked satisfaction in incorporating within its pages not alone a review of the history of the great business but also specific mention of those who have been the founders and builders of the same. Among the number is the subject of this sketch, the able and honored superintendent of the manufacturing department of the company's magnificent plant.

William Henry Holden, like many others of the representative business men of Detroit, is a native of the dominion of Canada, having been born at Merrickville, Grenville county, province of Ontario, on the 26th of July, 1859, and being a son of John Henry and Mary Esther (Sawyer) Holden, the former of whom was born at North Gore, Ontario, and the latter in Cobourg, Ontario.

The original progenitor of the Holden family in America was Richard Holden, or Hollenden, as the name was originally spelled. This worthy ancestor, a scion of one of the sterling families of England, emigrated from Ipswich, England, to America in 1634, making the voyage on the ship "Francis." He located first at Watertown, Massachusetts, whence he later removed to Groton, that colony, in that part which is now known as Shirley, and the ancient records of the place show that he became a citizen of prominence and influence. The magnificent Hollenden hotel in the city of Cleveland, Ohio, was erected by a descendant of the family, who thus perpetuated the original orthography of the name. From Richard Holden the line of direct descent to the subject of this review is traced through the former's son Stephen, then in turn through John, Caleb, Caleb (2d), Jonathan, Charles and John Henry, the last named being the father of him whose name heads this article. Caleb Holden (2d) left six sons, one of whom, James, was adopted by the Rev. Stephen Call, a prominent clergyman of his day at Ballston, New York, and the latter's daughter Esther eventually became the wife of James Holden, the foster son. They finally removed to Canada and their daughter Esther married Merrick Sawyer. Mary Esther Sawyer, a daughter of this union, became the wife of John Henry Holden, and thus the two branches of the Holden family were united when was celebrated the marriage of the parents of the subject of this sketch. Reverting to the genealogy in the agnatic line, it may be stated that Jonathan Holden, second son of Caleb, in time became a farmer at Gal-

way, Saratoga county, New York, where he married, and his son Charles followed the uncle James to Canada, where he married, becoming the father of John Henry Holden, who married Mary Esther Sawyer, as already noted. Charles Holden became a successful carriage builder and also furnished a part of the equipment used in the construction of the Rideau canal, with the building of which he was otherwise prominently identified, and he became one of the most influential citizens in the Rideau valley of Ontario, where he continued to reside until his death. The Holden family has been prominently identified with banking and professional interests in Prescott and Belleville, Ontario. When he left Massachusetts James Holden, maternal ancestor of our subject, located at Augusta, Grenville county, Ontario, where he passed the residue of his life.

William Henry Holden, to whom this sketch is dedicated, was adopted by his maternal grandfather, Merrick Sawyer, who was at that time engaged in the drug business at Belleville, Ontario. Mr. Sawyer was a man of fine intellectuality and much executive ability. In early life he had been a successful school teacher in Rochester, New York, and later he followed the pedagogic profession in Port Hope and Cobourg, Ontario, in which latter place he established and successfully conducted the Sawyer private school for boys, from which was developed the Victoria University, of which he was the first business manager.

William H. Holden was reared under auspicious home surroundings and influences, and his early educational discipline was secured in the public schools of Belleville, where he completed the curriculum of the high school. He had in the meanwhile begun to assist in the drug store of his grandfather, and finally he was matriculated in the Ontario School of Pharmacy, in Toronto, in which he completed the prescribed technical course, and was graduated as a member of the class of 1879. He at once secured a position as pharmacist in the establishment of Kenneth Campbell &

Company, leading druggists in the city of Montreal, later holding a similar position in the drug store of H. R. Gray, of that city, where he finally accepted a place as foreman of the manufacturing department of the large establishment of H. Sugden Evans & Company, wholesale druggists and manufacturing chemists. He developed skill in his chosen profession, being admirably fortified in technical knowledge as well as in facility for the handling of the manifold and important details of his department. He continued with this concern until March, 1881, when he resigned his position to accept that of assistant foreman of the finishing department in the laboratories of Parke, Davis & Company, of Detroit, with which great corporation he has since continued to be identified in a practical and executive capacity. Within the first nine months of his connection with this concern he received four promotions, with a corresponding increase in salary, and in 1882 he was given charge of the finishing department. Somewhat later he assumed also the supervision of the stock department, and in 1883 he was made superintendent of the shipping and stock departments. His capacity and fidelity made him a valuable employe and his services with the company have never fallen short of definite appreciation. In 1899 Mr. Holden was promoted to the responsible and exacting office of general superintendent of the manufacturing, with charge of raw materials, buying of the same, etc. The gradual perfecting of the system of mechanical operations and the arranging of the various departments of the producing division of the business, represent the tangible embodiment of Mr. Holden's ideas, and his interest in the work in all its phases has been equalled only by his ability in an initiative and executive way. The great growth and expansion of the business of Parke, Davis & Company has necessitated a corresponding relative division of the various departments, and in 1906 the manufacturing feature of the enterprise became represented in the present four well ordered and admirably

systematized departments. Mr. Holden retains the superintendency of the manufacturing proper and has also the general supervision of the work of these four integral but combined departments. His technical ability as a chemist and his discernment and discrimination in the handling of the vast business of his departments have made him a potent and recognized factor in the further extension of the gigantic enterprise to which he has given his time and attention for more than a quarter of a century. He is a stockholder in the corporation of Parke, Davis & Company and is recognized as one of the progressive business men of the city of Detroit. In addition to his interests in this great concern he has been successful in connection with the development of oil properties in the south, and is president of the Currie Cement Construction Company, as well as of the Currie Coal Company and the Meso Island Company. It may be stated incidentally that the Currie Cement Construction Company has built several of the finest buildings representing this new and modern type of architectural work in the city of Detroit. The Meso Island Company owns about three-fourths of Hickory island, at the mouth of the Detroit river, and has most effectually developed the property, making the same one of the most attractive of the summer-resort places in the vicinity of Detroit, which is opulent in this regard to a degree which can be claimed by few cities in the Union. On this island Mr. Holden erected his own attractive summer residence, in 1891, and since that time the locality has, largely through his efforts, forged to the front as a delightful resorting place. His city home is at 366 Cadillac boulevard.

In politics Mr. Holden gives his allegiance to the Republican party, and he is a member of the Detroit Club and the Detroit Boat Club. The family is prominent in the social life of Detroit and the home is a center of generous hospitality. He and his wife are members of the First Congregationalist church.

On the 9th of June, 1887, Mr. Holden was united in marriage to Miss Ella Bancroft

Jones, daughter of Nathan Jones, one of the honored and influential citizens of Belleville, Ontario, where he was for many years engaged in the dry-goods business. Mrs. Holden is a descendant of the well known Bancroft family which has produced so many men of note, including the distinguished historians, George and Herbert H. Bancroft. She is president of the Detroit Federation of Women's Clubs, is identified with the Michigan chapter of the Daughters of the American Revolution, the Twentieth Century Club, the Detroit Shakespeare Club, the Detroit Sorosis and other representative organizations in Detroit, in a number of which she has held official positions. Mr. and Mrs. Holden have two children,—Howard Bancroft, aged twenty years, and Alma Clement, aged fifteen years. (1908).

ARNOLD A. SCHANTZ.

There has not, nor can there be for all time, a more important port on the entire Great Lakes system than is Detroit, through whose beautiful river ride the stately fleets which represent the greatest of marine traffic on the lakes. Here have been founded and fostered many gigantic enterprises in the way of passenger and freight traffic, but no company has ever taken precedence of the Detroit & Cleveland Navigation Company, which dates its inception back more than half a century and which is most consonantly made the subject of a special descriptive article on other pages of this work. Data concerning the company is also to be found in the memoir to the late David Carter, who was for many years its secretary and general manager. The successor of Mr. Carter in the office of general manager is Arnold A. Schantz, who has ably carried forward the great work of his predecessor and has continued his policies in such manner as to bring to the Detroit & Cleveland line still greater prestige, through his energy and progressiveness. He also holds a similar office with the Detroit & Buffalo Steamboat Company, an allied line.

Mr. Schantz is of staunch German ancestry in the agnatic line, as the name implies, and the family was founded in America about the year 1840, the original ancestors in the new world having settled in Ohio. Mr. Schantz was born in Galion, Crawford county, Ohio, on the 10th of April, 1861, and is a son of John and Barbara A. (Buckingham) Schantz, the former of whom was born in Lingerfelt, Bavaria, Germany, and the latter in Ohio, a representative of one of the old and honored families of the Buckeye commonwealth. John Schantz took up his residence in Mansfield, Ohio, about 1864, and became one of the leading merchants and influential citizens of that place, where he was also, for many years, manager and one of the proprietors of the Miller opera house. He is still living and his wife died in 1902.

The immediate subject of this sketch was about three years of age at the time of the family removal from Galion to Mansfield, and to the public schools of the latter place he is indebted for his early educational discipline, which was supplemented by effective study under the tutorship of Professor W. A. Torrence, who was a member of the faculty of Hayesville Academy, Ohio, and who was a personal friend of the Schantz family. Mr. Schantz became familiar with the practical duties and responsibilities of life when a mere boy, and his entire career has been marked by indefatigable energy, ambition and definite accomplishment. At the age of fourteen years he became the Mansfield agent for the Cincinnati Enquirer and the Cincinnati Star, for each of which he built up a good circulation in his home town, making his deliveries with scrupulous punctuality and care. During his incumbency of the position noted he also held a clerkship in the general store of A. W. Remy & Company. In 1877, at the age of sixteen years, he secured a position as general-delivery clerk in the Mansfield postoffice, and one year later he was promoted to the office of superintendent of carriers. While in tenure of this position he also secured the local agency of the

Detroit & Cleveland Steam Navigation Company. During his vacation in 1880 he organized a party and conducted the same over the Detroit & Cleveland line of steamers to Mackinac island, and in the following year he personally secured a much larger company to make the same delightful lake voyage. So marked was his success in this connection that he gained special recognition from the Detroit & Cleveland Company, whose officials were thus moved to tender him the position of traveling passenger agent of the line. He accepted this office and at once applied his energies and initiative ability to the furtherance of the interests of the company. Appreciation of his efforts was not denied, and he won rapid promotion. In 1881 he was made traveling passenger agent, and in 1883 became general western traveling passenger agent for the line. In 1886 he succeeded E. B. Whitcomb as assistant general passenger agent, and in 1887 he was promoted to the office of general passenger agent. In 1901 occurred the death of the company's honored secretary and general manager, David Carter, and shortly afterward Mr. Schantz was elected general superintendent and passenger traffic manager. This dual office he retained until 1905, when he was inducted into his present office of general manager of the company, shortly after the death of William C. McMillan, who had been president of the company. In 1901 was organized and incorporated the Detroit & Buffalo Steamboat Company, with essentially the same interested principals, and Mr. Schantz from the start held the same positions with this as with the Detroit & Cleveland Navigation Company, of both of which he is now general manager.

In connection with his executive duties and responsibilities in handling the passenger business of the two lines Mr. Schantz has originated and developed for them a most effective system of advertising, his productions in this important field being recognized as the best ever evolved in exploiting the attractions and facilities of any marine transportation line. He was the first passenger manager to put into use

an eight-sheet advertising poster, and the attractive notices of the opening and closing of the navigation seasons of his companies were originated by him and have gained the most unequivocal commendation and appreciation on the part of those actively concerned with navigation interests as well as on the part of the general public. To him is primarily due the great expansion of the passenger business of the two companies and also, incidentally, of the freight business, since the popularity of the former department implies an equivalent appreciation of the latter. As general manager he is making an admirable record, holding the inviolate confidence and esteem of the officers and stockholders of his companies and through his invariable courtesy having gained the high regard of the patrons of the lines. Mr. Schantz has not relied upon influence or fortuitous circumstances in his business career, but has worked his way upward through his own efforts, being distinctively worthy of the valued American title of self-made man. He is essentially progressive and public-spirited, is an indefatigable worker and an able administrative officer, and he is a prominent and popular figure in lake-marine circles of the most representative order. He is a valued member of the Great Lakes & St. Lawrence River Association, of which he served as president in 1889, and he also holds membership in the Passenger Association of the United States, of whose executive committee he is a member and of which he was president in 1901-2-3. The latter organization covers the passenger business of all coast, sound, lake and river lines in the United States and Canada. He is also a member of the American Association of General Passenger & Ticket Agents, touching all rail and water lines of North America and Mexico.

Though not active in the field of practical politics, Mr. Schantz is a stalwart supporter of the cause of the Republican party, and following is a brief record concerning his social and semi-business associations in Detroit: He is a member of the Detroit Club; the Detroit Yacht Club; life member of the Fellowcraft Club;

member of the Detroit Light Guard; Detroit Lodge, No. 34, Benevolent & Protective Order of Elks; president of the Ohio Society of Detroit; member of the Transportation Club, of which he was president for the first two terms of its existence; member of the Detroit Board of Commerce, the Commercial League, and the Newsboys' Association, in the work of the last of which he has been very active and of which he was a director for three years; and he attained the thirty-third and supreme degree in Scottish Rite Masonry, September 15, 1908, being a most appreciative member of the various bodies of this time-honored fraternity.

On the 15th of July, 1906, Mr. Schantz was united in marriage to Miss Lila R. Rankin, daughter of Chester Rankin, who was a pioneer of St. Clair county, Michigan, and whose widow resides in the village of St. Clair.

CHARLES F. BIELMAN.

Prominent among those conspicuously identified with lake-marine interests in Detroit is Mr. Bielman, who is secretary and traffic manager of the White Star Line of steamers, secretary and treasurer of the Stewart Transportation Company, and ex-president of the Detroit Board of Commerce. He is known as one of the progressive and public-spirited business men of the Michigan metropolis and has a wide and representative acquaintanceship in marine circles.

Charles Frederick Bielman is a native of Detroit, and a member of one of its well known and highly honored families. He was born on the 20th of April, 1859, and is a son of Frederick and Ellen C. (Daley) Bielman. To the public schools of Detroit he is indebted for his early educational discipline, and while still a boy he initiated his connection with the line of enterprise along which he was destined to attain so much of success and prestige. At the age of fourteen years he went to Marine City, where he entered the employ of John J. Spinks, dealer in general merchandise, postmaster and local agent of the Star Line steamers, which ran between Detroit and

Port Huron, and of which the present White Star Line are successors.

Mr. Bielman was thus engaged for a period of seven years, within which time he gained a thorough and discriminating knowledge of the details of lake-marine traffic. In 1882 he became clerk of the steamer "Evening Star," owned and operated by the Detroit & Cleveland Steam Navigation Company, and he remained with this vessel until 1883, when he was transferred to the "City of Mackinac," of the same line. In 1889 occurred a merging of the operating interests of the Star and the Cole lines of steamers, which had previously been in competition in the passenger and freight traffic, and the interested principals in the new combination requested David Carter, then general manager of the Detroit & Cleveland Steam Navigation Company, to select for them a competent manager for the business of the Star-Cole Line, representing the consolidated interests. His appreciation of the services and ability of Mr. Bielman was at this time shown in a most significant way, for he warmly recommended the subject of this sketch as a most eligible candidate for the position in question. Mr. Bielman had been in the employ of the Detroit & Cleveland Company for a period of six years, and had amply demonstrated his executive and technical ability, as evidenced in the selection made by Mr. Carter. In March, 1887, Mr. Bielman entered upon the duties of his new office, and the following year he returned to the Detroit & Cleveland Line steamer "Alpena." In July, 1888, he became associated with the late Darius Cole in securing control of the Star line, Mr. Cole already owning the line which bore his name, and the two continued the operation of what was designated as the Star-Cole Line, one of the most important of those having virtual headquarters in the city of Detroit. Mr. Bielman became secretary and treasurer of the company, and he has since been conspicuously identified with the passenger and freight traffic of the lake system. In 1893 he became associated with Aaron A. Parker,

Captain James W. Millen and John Pridgeon, Jr., in the purchase of the Red Star Line, and he was made secretary and traffic manager of the same. In 1896 the White Star Line was incorporated under the laws of the state and assimilated the interests of the Red and White Star lines. Mr. Bielman was chosen secretary and traffic manager of the new corporation and has since served in that capacity. A description of the White Star Line is given on other pages of this publication.

The building up of the flourishing business of the White Star Line has been largely due to the indefatigable energy and marked administrative ability of Mr. Bielman, and the company now operates four large and thoroughly modern passenger steamers. From 1889 until 1896 the Red Star, Star-Cole and White Star lines were operated conjunctively, under a pooling arrangement, and Mr. Bielman had charge of the traffic interests of the combination. Since 1892 he has been secretary and treasurer of the Stewart Transportation Company, engaged in the freight transportation business. Mr. Bielman is a member of the American Association of General Passenger & Ticket Agents, the International Water Lines Association, the Great Lakes & St. Lawrence River Association, and the Central Passenger Association. His dictum concerning marine traffic is authoritative and he is specially well fortified in his knowledge of all details of the business.

Mr. Bielman is one of the wheel-horses of the Republican party in Detroit and has been an active worker for the party cause. His name has several times been brought forward in connection with candidacy for the office of mayor of his native city, but this fact does not indicate that he is imbued with office-seeking proclivities. Mr. Bielman served as the third incumbent of the office of president of the Detroit Board of Commerce, to which office he was elected in 1906, and he not only gave a most effective administration, loyal and progressive, but his selection for the office shows the estimate placed upon him by the repre-

sentative business men who are banded together for the development of the larger and greater Detroit. He holds membership in the Detroit Club, the Harmonie Society, and the Detroit Whist Club, as well as the Michigan Whist Association, of which he was elected president in 1907.

On the 22d of January, 1890, Mr. Bielman was united in marriage to Miss Katherine Barlum, daughter of Thomas Barlum, of whom individual mention is made in this volume. Like her husband, Mrs. Bielman is one of the ardent devotees of the game of whist, being recognized as an adept in the same. They have two children,—Florence C., and Charles Frederick, Jr.

In 1895 Mr. Bielman leased the steamer "Florence B." to the United States government for collection and delivery of mail to passing traffic on the Detroit river. Since 1896 he has held the contract for operation of this service,—the only one of its kind in the country. In 1907 Mr. Bielman built for this service the new steel steamer, named "C. F. Bielman, Jr.," at a cost of \$15,000. The contract expires in 1909. His interests in a business way are confined essentially to lake-marine traffic.

WILLIAM T. DE GRAFF.

For more than forty years has Mr. DeGraff been identified with banking interests in the city of Detroit and he is now incumbent of the responsible and exacting office of cashier of the Old Detroit National Bank, whose history is related in adequate detail on other pages of this work. His career as an executive has been continuously with the present institution and the two which figure as its lineal predecessors, and he holds precedence as one of the well known and able bank officials of his native state.

Mr. DeGraff initiated his banking career when a youth of seventeen years. He at that time secured a position as messenger for the old-time banking house of C. & A. Ives, with whom he remained two years. June 6, 1865,

he assumed the position of junior clerk in the counting room of the Second National Bank, and in 1867 he was promoted to the office of paying teller in that institution. In 1882 he was made assistant cashier, serving as such until the expiration of the bank's charter, in the following year, and then being chosen incumbent of the same office in the succeeding institution, the Detroit National Bank. January 14, 1892, he was elected cashier of the bank, as successor of Clement M. Davison, who had resigned. His long service and thorough technical knowledge fully qualified him for the onerous duties of the office to which he was thus called, and he continued cashier of the Detroit National until the expiration of its charter, in November, 1902, when a reorganization took place and the institution was re-incorporated as the Old Detroit National Bank. Mr. DeGraff was continued in the office of cashier and he has done much to further the interests of the business with which he has so long been identified in an executive capacity. He has a wide circle of friends in the business and social circles of his native city and is regarded as one of its representative citizens.

William T. DeGraff was born in Detroit, September 27, 1846, the homestead in which he first opened wondering eyes having stood on the site of the present Penobscot building, on Fort street west. He is a son of Harmon and Mary (Vernor) DeGraff, both of whom were born in the state of New York, and the former of whom was of staunch Holland Dutch lineage. Harmon DeGraff became a prominent and influential business man of the fair "City of the Straits," whither he came in an early day. As a member of the firm of DeGraff & Townsend, he established himself in the retail hardware business and later he became a member of the firm of DeGraff & Kendrick, which operated a foundry and well equipped machine shops. He was one of the founders of the Detroit Locomotive Works and was otherwise prominently concerned in early enterprises of important nature. He was one of the pioneer firemen of Detroit, having

become captain of Company No. 2, when the service was still of volunteer order. He died in the city of Detroit and his wife survived him by many years. They became the parents of four sons and one daughter, all of whom are deceased except the subject of this sketch and his sister, Miss Margaret DeGraff, who still resides in Detroit.

William T. DeGraff, whose name initiates this article, was reared and educated in Detroit, and here he has attained to success and prestige through his own well directed efforts. His business career has already been outlined. He is a Republican in his political allegiance, is a member of the Bankers' Club, and he and his family are communicants of St. John's church, Protestant Episcopal.

In 1872 was solemnized the marriage of Mr. DeGraff to Miss Anne L. Hutchings, who was born in the city of Buffalo, New York, a daughter of John Hutchings, who was a prominent steamboat man on the Great Lakes. Mr. and Mrs. DeGraff have two children: William H., who was graduated in the department of mechanical engineering in the University of Michigan, as a member of the class of 1907, and Bessie L., who is the wife of Edward L. Warner, of Detroit.

ROBERT E. FRAZER.

One of the representative legists and jurists of the state of Michigan was Judge Robert E. Frazer, who presided on the bench of the Wayne county circuit for a long term of years and who was thereafter engaged in the practice of his profession in the city of Detroit until his death, which occurred on the 9th of May, 1908.

Robert Emmett Frazer was a scion of one of the sterling pioneer families of the Wolverine state, where his entire life was passed. He was born at Adrian, Lewanee county, Michigan, on the 2d of October, 1840, and was a son of Thomas and Sarah (Wells) Frazer, the former of whom was born in county Down, Ireland, and the latter in Chelsey, England.



Robert E. Frazer

Thomas Frazer was reared to maturity in the fair Emerald Isle, where he had only a few months of specific schooling, but through his own efforts and his experience in connection with the practical affairs of life he became a man of broad knowledge and strong intellectuality. He became a skilled civil engineer while still a young man and in his native land was identified with important work in the line of his profession, including assistance in completing a government topographical survey. In 1837 he immigrated to America and came to Michigan, which was admitted to the Union in that year. He first located in Monroe, which was then a commercial and civic rival of Detroit, and there he found employment in the work of his profession, principally through the kindly consideration of that honored pioneer, Dan Bramble Miller, who was at that time officially connected with the Lake Shore & Michigan Southern Railroad, then in process of construction. Incidentally, it may be stated in this connection that specific mention of Dan B. Miller appears in the sketch of the life of his son, the late Sidney D. Miller, of Detroit, on other pages of this work. Thomas Frazer arrived in Monroe with a financial reinforcement of but five dollars, and was accompanied by his wife and their one child, so that he had no desire for or opportunity of enjoying any period of sybaritic ease after his advent in the new commonwealth of Michigan. As a civil engineer he was identified with surveying and construction work on the line of the Lake Shore & Michigan Southern for nearly three years, having been thus engaged during the building of practically the entire line between Monroe and Chicago.

After his retirement from this work Mr. Frazer took up his residence in Adrian, Michigan, where he continued to make his home until 1841, when he removed to Detroit and entered the employ of the Michigan Central Railroad Company, with whose construction work he became prominently identified in a professional capacity, having been superintendent of construction and also having served in various

other official or executive capacities. With the incidental survey work as well as that of construction he was associated with Colonel John M. Berrien, chief engineer, during the building of the line through from Kalamazoo to Chicago, being assistant engineer, and after this work was completed he returned to Detroit and entered the permanent engineering department of the company, giving his attention to the supervision of bridges and to allied work. About the year 1845 he met with an accident on the railroad, and this incapacitated him for farther active work. He was then given the office of general ticket agent for the company in Detroit, being the first to fill this position, which he retained for several years. He finally resigned the office to give his attention to his private business. He introduced the coupon railroad ticket, of which he was the originator, and he continued to reside in Detroit until his death, which occurred in 1902. His first wife, mother of the subject of this memoir, died in 1849, and later he married Miss Cecilia Clancy, of Detroit, who preceded him to the life eternal by several years. Of the four children of the first marriage two died in childhood, and of the two who attained to maturity Judge Frazer was the elder; his sister, Charlotte B., resides in Detroit. Four children were born to the second marriage,—Thomas C., Georgiana, Lucius W., and Allen H.,—and all are living except Thomas C.

Robert E. Frazer was about five years of age at the time when his parents took up their abode in Detroit, and the major portion of his life was passed in this city, where he rose to a position of distinctive prominence and influence, both in his profession and as a citizen. He was afforded the advantages of the public schools of Detroit, and supplemented this discipline by study in private schools both in this city and at Grosse Ile. In 1855 he was matriculated in the literary department of the University of Michigan, in which he was graduated in June, 1859, with the degree of Bachelor of Science; he was not yet nineteen years of age at the time of his graduation. At the

opening of the next university year he entered the law department, which had recently been established, and he was graduated as a member of its second class,—that of June, 1861,—which was of itself a distinction, as was also that implied in the fact that he had not yet attained to his legal majority when he thus received his technical degree of Bachelor of Laws. In October, 1861, Judge Frazer was admitted to the bar, in Washtenaw county, and there he initiated the active practice of his profession, appearing in a case presented before the circuit court in the same session in which he had been admitted to practice by that court. He built up a good business and continued in practice at Ann Arbor until 1882, when he went to Jackson, having been retained as one of the leading counsel for the defendants in the famous Crouch murder case, a *cause célèbre* in the history of criminology in the state. His client, Daniel Holcomb, was acquitted, and the identity of the murderers of the Crouch family has never transpired to the present day.

Soon after the termination of this celebrated trial Judge Frazer returned to Detroit, his professional reputation having been greatly heightened by his able services in the cause noted, and here he became associated in a professional partnership with Levi L. Barbour and Dwight C. Rexford, under the title of Frazer, Barbour & Rexford. This alliance obtained for some time and thereafter Judge Frazer continued in individual practice, being retained in many of the most important litigations brought before the federal and state courts and having a clientage of representative order. After his retirement from the bench he continued in active practice and at the time of his death he was one of the veteran members of the Detroit bar, holding the confidence and unequivocal esteem of his professional confreres and being known as a jurist whose rulings were ever made with true judicial acumen and discrimination; few of his opinions were reversed by the higher tribunals than that over which he presided with such marked strength and acceptability.

Judge Frazer never consented to accept any public office aside from those directly in line with the work of his chosen profession. While engaged in practice at Ann Arbor he served as city attorney for some time, also held the office of circuit-court commissioner, and for three terms was prosecuting attorney of Washtenaw county, making an excellent record as a public prosecutor. In 1894 Governor Rich appointed him judge of the circuit court for the Wayne circuit, and thereafter he was twice elected to this office, serving for a consecutive period of twelve years and three months and by his services enriching and dignifying the judicial history of the state.

In politics Judge Frazer was originally aligned as a supporter of the principles of the Democratic party, but, with the characteristic courage which he ever showed in maintaining his convictions, he arrayed himself in the ranks of the Republican party at the time of the campaign which placed General Garfield in the presidential chair, and he ever afterward gave his allegiance to this party, in whose cause he rendered effective assistance. While on the bench he inaugurated many reforms, systematizing the work so thoroughly as greatly to expedite court procedures, and the system which he thus formulated is that which has ever since been followed by the circuit judges of Wayne county. As a political speaker he gained a high and extended reputation, having taken an active part in numerous campaigns, and his services on the stump having been given in presidential campaign work in most diverse sections of the Union, including New York state and city, Maine, Connecticut, New Hampshire, Indiana, Ohio, Wisconsin, Pennsylvania and other states, including his own. He was associated with Hon. James G. Blaine in the campaign work in the latter's native state. In the Republican national convention in 1888, at Chicago, he placed in nomination for the presidency the late and honored General Russell A. Alger, of Detroit. His nominating speech, made without notes or previous preparation, was a most remarkable one and

was printed by leading newspapers in all sections of the Union. Judge Frazer was identified with the National Bar Association and also those of Michigan and Detroit, and was affiliated with various social organizations in his home city. His religious faith was that of the Protestant Episcopal church.

Judge Frazer also gained no little influence and prestige in the commercial and industrial world. He was president of the Frazer Paint Company, which has well equipped plants both in Detroit and Bedford, Virginia, and he personally discovered the process by which the mineral-paint products of these factories are turned out. The development of the large and successful business of this company was due almost entirely to his efforts. He also discovered and placed on the market a mineral paste which is used for remedial purposes and has met with the strong endorsement of the medical profession. This product is termed "Fermisal," and in the manufacturing of the same Judge Frazer was the owner of the business, conducted under the name of the Fermisal Chemical Company. He also invented the locomotive-front cement, which is now used by fifteen different railways, and the Frazer non-corrosive pipe-joint paste, which is handled by the American Radiator Company.

On the 3d of August, 1863, at Ann Arbor, Michigan, was solemnized the marriage of Judge Frazer to Miss Abbie M. Saunders, who was born in Lowell, Massachusetts, and who survives him, as do also their three children,—Carrie W., who is now the wife of Walter Ruan, of Bedford, Virginia; Frances A., who remains with her widowed mother; and William R., who is paymaster of the Detroit United Railway.

In consistent conclusion of this brief tribute are entered the following extracts from the resolutions passed by the Detroit Bar Association at the time of the death of Judge Frazer:

Judge Frazer had a long and brilliant career, both at the bar and upon the bench of the state of Michigan. As a member of the bar his practice was never confined to the circuit

of his residence. His brilliant mind and powerful method of presenting his side of a case to a jury, called his services into demand in many parts of the state where trials of importance were in progress. This was particularly true with reference to criminal matters. As an advocate he was remarkably quick to grasp the weak points in his opponent's case, and equally strong in presenting the strong points in his own case; by emphasis of what was favorable to his contention he overshadowed what was weak. During his active career at the bar he had and deserved the reputation of being one of the very strongest advocates in the state before a jury.

During his career on the bench, covering a period of nearly fourteen years, he built for himself a reputation for rugged honesty, which stands to-day perhaps as the brightest attribute of his character. He could grasp the exact point in controversy with almost unerring certainty and, having grasped it, could define the issue with absolute clearness. With the issue defined, he went with an alertness and directness to the solution, along lines of natural justice, with the greatest celerity. He was not overawed by a principle simply because it was stated in a book, if it did not appeal to his own sense of justice and right. As one of the bench of six judges, his services were invaluable. The qualities which made his worth as an individual jurist were highly accentuated in conference. His associates were wont to confer with him on all matters doubtful to them, and no conferences of this nature were fruitless. He was always prepared to state his views frankly, and when those views were later compared with authority they were almost invariably found to be correct.

Aside from his prominence as an advocate and as a judicial officer, he had acquired a very wide reputation as a political speaker. His services were in demand in every campaign, because of his incisive wit and his eloquent, forceful utterances. He was a man of peculiarly domestic character. His hours of leisure were spent entirely in his own home. Fond of nature, he obtained perhaps his chief enjoyment in life from his garden. His trees and his flowers were to him personal friends.

In the death of Robert Emmett Frazer the bar has lost a distinguished member and the state has lost a citizen whose influence was always for that which is best in civic life.

GEORGE P. CODD.

That the scriptural statement, "A prophet is not without honor save in his own country," is not susceptible of application in the case of Mr. Codd, needs no further voucher than that offered by the fact that he has served as mayor of his native city of Detroit, justifying fully in his administration the confidence and suffrages of the community in which he was born and reared. He is one of the representative members of the Detroit bar and is here engaged in the active practice of his profession.

Mr. Codd was born in the family home on Adelaide street, Detroit, December 7, 1869, and is a son of George C. and Eunice (Lawrence) Codd. George C. Codd came to Detroit in 1850 and became one of the well known, honored and influential citizens of the Michigan metropolis, where he continued to reside until his death, in 1904. He was made incumbent of local offices of distinctive trust, having served four years as sheriff of Wayne county and having been postmaster of Detroit under the administrations of Presidents Hayes and Arthur. He was a member of the city council for a number of years and was a loyal and public-spirited citizen. He was a leader in the local cohorts of the Republican party and did effective service in the cause of the same. His wife was summoned to the life eternal in 1903.

George P. Codd, the immediate subject of this sketch, secured his early educational discipline in the public schools and was graduated in the Detroit high school, where he was prepared for collegiate work. In 1887 he was matriculated in the University of Michigan, in which he was graduated as a member of the class of 1891, with the degree of Bachelor of Arts.

Immediately after his graduation Mr. Codd began reading law, under the preceptorship of Alfred Russell, one of the leading members of the Detroit bar, and that he made rapid progress in his absorption and assimilation of the science of jurisprudence is evident when we revert to the fact that in 1892 he was admitted

to practice in the courts of his native state. Later he was admitted to practice in the federal courts, including the supreme court of the United States. For some time Mr. Codd was associated in legal work with the firm of Griffin, Warner & Hunt, and in 1893 he received the appointment of assistant city attorney, in which office he served two and one-half years. He then became a member of the law firm of Warner, Codd & Warner, in which his confreres were Messrs. Carlos E. and Willard E. Warner. This alliance continued for a long period and the firm attained to marked precedence in the volume and character of its law business. Upon the death of the senior member, Carlos E. Warner, in 1901, the firm was dissolved, and thereafter Mr. Codd continued in an individual practice until 1906, when he formed a partnership with A. B. Hall, under the firm name of Codd & Hall. This alliance continued until 1908. Mr. Codd controls a large and representative practice and is known as a lawyer of splendid force and talent.

Mr. Codd has never faltered in his allegiance to the Republican party, of whose principles and policies he is an able exemplar. In 1902 he was elected to represent the first ward on the board of aldermen, being thus chosen to fill a vacancy, and in 1904 he was elected as his own successor, having proven one of the valuable and loyal working members of the body. In the autumn of the same year (1904) still greater honor came to Mr. Codd in connection with the municipal government, since he was then elected mayor of his native city, an office of which he remained incumbent until January 1, 1907. His administration was sane, progressive and business-like, and his name will pass into the annals of the city as that of one of its excellent and popular chief executives.

Mr. Codd is an appreciative member of the time-honored Masonic fraternity, in which he has completed the circle of the York Rite, being a member of Detroit Commandery, No. 1, Knights Templar, and he has also become enrolled as a member of Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic

Shrine, as well as of the Knights of Pythias, and Delta Kappa Epsilon college fraternity, with which he identified himself while an undergraduate in the University of Michigan. He is also a member of various local organizations of a social and semi-business order.

In October, 1894, was solemnized the marriage of Mr. Codd to Miss Kathleen Warner, daughter of Carlos E. Warner, of Detroit, and they have three children,—John W., George C. and Kathleen.

GEORGE F. MOORE.

As one of the foremost representatives of the wholesale dry-goods trade in Detroit for a long period of years Mr. Moore was a conspicuous figure in business affairs and he was also known as a citizen of unequivocal loyalty and integrity and as one whose public spirit led him outside the line of direct personal advancement to do his part in the promotion of the general welfare of the community and the material upbuilding of the city with whose interests his own were so long and prominently identified. He was one of the founders of the great dry-goods house of Edson, Moore & Company, and he continued one of its interested principals until his death, which occurred on the 25th of March, 1904.

Mr. Moore was born in picturesque old Berkshire county, Massachusetts, on the 10th of December, 1832, being one of the twelve children of John and Clara Moore, both representatives of old and honored families of New England. His paternal grandfather was a native of Holland and was numbered among the early settlers of Berkshire county. His descendants have left a record of worthy accomplishment not only in New England but elsewhere in the Union. Mr. Moore's mother was of Scotch lineage, and her original American ancestors settled in Massachusetts prior to the war of the Revolution. John Moore was a man of sturdy character and strong mentality, being influential in his community. He dealt largely in land, becoming the owner of large

tracts in Berkshire county, where he was also engaged in the coal and timber trade for a term of years. In 1847 he removed to Batavia, New York, where he and his wife passed the remainder of their lives, his death occurring in 1858.

The subject of this memoir was afforded the advantages of the common schools of Massachusetts and New York, having been fifteen years of age at the time of the family removal to the latter state, where he was reared to maturity. At the age of eighteen years he became a salesman in the retail dry-goods store of Wells & Seymour, of Batavia, with whom he remained three years, after which he was similarly employed in the city of Buffalo for one year. He passed the winter of 1854 in the south and then returned to Buffalo, where he was again employed as a salesman, remaining three years.

In 1859 Mr. Moore made his advent in Detroit, and during the first six years of his residence here he was employed in the old-time dry-goods store of Town & Shelden. At the expiration of that period he was admitted to partnership in the business, as was also the late James L. Edson, with whom he was so long associated in business. At the time of their admission to the firm the title was changed to Allan Shelden & Company, one of the interested parties in the concern having been the late Senator Zachariah Chandler. In 1872 Messrs. Moore & Edson retired from the firm and established the present wholesale dry-goods house of Edson, Moore & Company, of which further and adequate mention is made in the memoir dedicated to Mr. Edson and appearing on other pages of this volume.

Mr. Moore's close personal supervision of his extensive mercantile interests gave him but limited opportunity to direct his efforts in other directions, but no citizen showed in more substantial ways his deep interest in all that pertained to the good of Detroit. Progressive and public-spirited, his aid was never refused to any deserving projects. He was a man whose entire life was guided on the plane of loftiest

integrity and honor and upon his name rests no shadow of wrong or suspicion of evil. He was a Republican in his political proclivities and was a zealous member of the First Presbyterian church, with which he was actively identified for a long term of years prior to his demise.

In 1855 Mr. Moore was united in marriage to Miss Adela S. Mosher, daughter of Amasa A. and Susan Mosher, and they became the parents of five children, namely: Edward H., George F., Jr., Willis Howard, Harriet L., and Adela S. All of these are deceased excepting Adela S., who is the wife of J. Ledlie Hees, of New York city. The wife of Mr. Moore died in 1902.

WILLIAM A. JACKSON.

In the career of Mr. Jackson, whose name has been indissolubly connected with the development of the telephone industry in the state of Michigan, is shown that definite ambition and persistence which are the mind's inspiration in the surmounting of obstacles,—the vitalizing ideal that transforms dreams into deeds. After more than thirty years of active identification with the telephone business in this state, Mr. Jackson retired from administrative and executive association with the same in April, 1908. In connection with the development of the industry from the day of small things to its present sphere of advanced usefulness he made an admirable record of accomplishment, and it is certainly consonant that in this publication recognition of his services be given, even though the article be but a brief outline.

William A. Jackson is a native of the old Empire state of the Union but practically his entire life has been passed in Michigan. He was born in the city of Ithaca, Tompkins county, New York, on the 9th of September, 1848, and is a son of Clark and Phoebe Jackson, likewise natives of Tompkins county, New York. The father was engaged in farming in New York state until about 1857, when he removed with his family to Michigan, settling in

Branch county, where he turned his attention to the business of railroading. Later he removed to White Pigeon, St. Joseph county, where he and his wife continued to reside until their death. He died in 1874 and she passed to the life eternal in 1879. The subject of this sketch is their only surviving child.

William A. Jackson passed his youthful days in Bronson and White Pigeon, Michigan, in whose common schools he gained his early educational discipline, which has been effectively supplemented by the lessons acquired under the direction of that wisest of all head masters,—experience. At the age of eighteen years he entered the office of the Lake Shore & Michigan Southern Railroad at White Pigeon, where he learned the art of telegraphy, becoming an expert operator. He entered the service of the Western Union Telegraph Company in 1866, at Detroit, and he remained thus engaged until 1875, after which he was engaged in manufacturing electrical apparatus for about two years. At the expiration of this period, in 1877, he identified himself with the telephone business, which was then in its infancy, with very crude equipment as judged by the standards of the present day. Every stage of progress in this important field has been touched by him in a practical way, and it may safely be said that no man in Michigan has played a more active part in the work of telephonic development. The company with which he first connected himself was a purely local concern and its operations were conducted on a small scale. In 1878 these operations were extended to cover the larger towns of the southern part of the state, with Detroit as headquarters. Difficulties and obstacles were encountered on every side, but with the improving of the scientific apparatus employed the venture became more substantial in practical results. Mr. Jackson was manager of the Michigan Telephone Company until 1885, after which he was engaged in street railway building, etc., in Detroit until 1896, when he went to Chicago, where he became a director in the Chicago Telephone Company, in the practical

management of whose business he became a potent factor. He and three others built and operated the first electric line in Michigan,—from Detroit to Highland Park. In the western metropolis he gained distinctive prestige in connection with telephone development, and for some time he was president of the Central Union Telephone Company, which operated lines outside of Chicago. In 1904 he returned to Detroit and assisted in the organization of the Michigan State Telephone Company, with whose affairs he thereafter was actively concerned until his retirement from active business, in April, 1908, as noted in a preceding paragraph. Long ago Mr. Jackson gained a place as one of the representative citizens and business men of Detroit, where he has ever commanded unqualified confidence and esteem. He is a stockholder of the First National Bank of this city and also of the United Machine Company, whose plant is located at the corner of Thirteenth and Howard streets. He is also a stockholder of the Michigan State Telephone Company and has other capitalistic interests of important order.

Essentially a business man and one of the world's workers, Mr. Jackson has never had aught of inclination to enter into active political affairs, though he gives a staunch support to the cause of the Republican party. He is identified with leading social clubs in Detroit and also with the various bodies of the Masonic fraternity.

In the year 1873 was solemnized the marriage of Mr. Jackson to Miss Nellie Moore, of Three Rivers, Michigan, and they have one daughter, Louise, who is now the wife of Harry H. Robinson, of Chicago.

In concluding this sketch there is much of propriety in perpetuating an editorial which appeared in the Detroit News at the time of Mr. Jackson's retirement from the presidency of the Michigan State Telephone Company.

The announcement is made of the retirement from active participation in the telephone industry in this state of William A. Jackson, of this city, who has spent better than thirty years of his life in its development. The event of Mr. Jackson's giving over his active connec-

tion with the industry may well be made the occasion for the consideration of the tremendous influence which one modest man has had in the development in Michigan of the most popular form of modern communication. When the Michigan rights to the use of Professor Bell's invention came, in 1877, into control of James McMillan and George W. Balch, both now deceased, its development was intrusted to Mr. Jackson, then a youthful telegrapher. The device at that time offered for public use was the simple magnetic telephone,—the receiving instrument commonly in use to-day. The carbon telephone, invented by Blake and later perfected by Berliner, which is the present transmitting instrument, had not then appeared for public use. The conditions for promotion and popularization were not the most attractive.

When one recalls that in 1888 there were less than three hundred telephones—of the kind they were—in all of Michigan, whereas there are to-day something like one hundred and fifty thousand of the Bell and other types in service, the character of the groundwork that was laid for the use of the new device can well be estimated. No Methodist circuit rider ever covered Michigan more assiduously than did this Mr. Jackson in his campaign for the installation of the telephone into our cities and villages. It is much easier to get a million to-day for such enterprises than it was to get ten thousand then, but somehow he found the money or charmed it out of his principals, and the first stage of telephone development saw an exchange established in every place of size in the state.

The stage of isolated local installations was followed by what was considered at the time to be Mr. Jackson's folly,—the construction of long lines from Detroit. Under the conditions prevalent at the time communication between Detroit and Wyandotte was none too good, yet an experiment was made upon one line to Amherstburg and another to Port Huron. The most that was expected of them was that such service as it might be possible to render would be advantageous to marine interests, for the reporting of vessel movements. It developed that the lines would carry other kinds of conversation than ship talk, and these two lines became the foundation of the immense network of long-distance telephone lines later installed in Michigan by the Bell Company and still

later duplicated and supplemented by those of other telephone companies.

The growth from the magnetic telephone of thirty years ago to the perfection of system that obtains to-day, with the highest development of apparatus, the underground system, the metallic circuit, the central energy system and all other concomitants that make for satisfactory service; the market quotations at the farmer's home every morning; the sense of security in the urban home and the disappearance of isolation in the rural farm house,—all these have come into Michigan since Mr. Jackson first exploited the telephone in Detroit. In taking leave of his life work, "covering the time of a full generation, he may well say with the hero of the classic, "All of this have I seen, and much of it I have been."

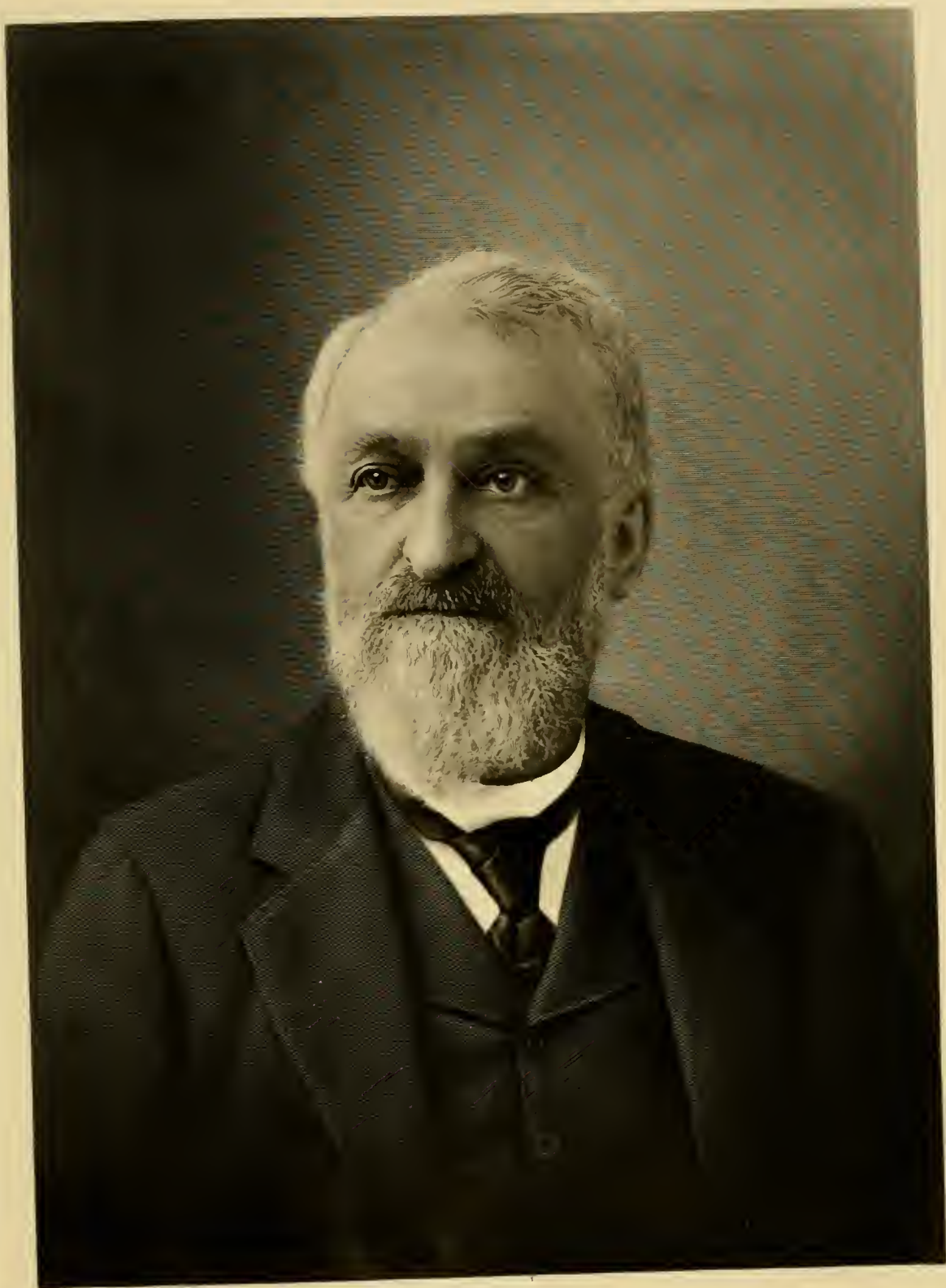
As much as any contribution to the growth of Detroit and Michigan during the last quarter century has been that of the modest gentleman whose retirement from active service has just been chronicled. For while his service was interrupted by an absence of a few years, the interval of absence was simply a period of exploitation and bankruptcy. The entire real development of the telephone industry of this state, from first to last, as exemplified in the Bell companies, was accomplished by him and through him. When the history of the development of communication in Michigan comes to be written no kindlier chapter will be made, nor none more deservedly so, than the one which is devoted to the life work of William A. Jackson.

WILLIAM C. COLBURN.

The patent of nobility which rested its honors and distinction in the person of William Cullen Colburn came from the high authority, since it was based upon fine character and marked ability. His life was marked by valuable and generous accomplishment along practical, productive lines, and his measure of success was large, but greater than this was the intrinsic loyalty to principle, the deep human sympathy and the broad intellectuality which designated the man as he was. His career in the world of business was such as to advance the welfare of others than himself, and he had a high sense of his stewardship, though at all times significantly free from ostentation.

His was the reserve which indicates fine mental and moral fiber, and he was one of Detroit's honored and valued citizens and business men up to the time of his death, which occurred on Sunday morning, March 12, 1899. In usefulness to the community he surpassed many another man who has attained to more of publicity. Measured by the good he accomplished, his life was one of far more value than those of men who sought and obtained more prominent place and conspicuous honors. Such a life is a public benefaction, and its usefulness is cumulative to a degree not commonly appreciated.

William Cullen Colburn came of staunch old New England stock and was a representative of a family founded in America in the colonial era of our national history. He was born near Fairhaven, Vermont, on the 6th of August, 1833, and his boyhood and youth were marked by the labors and recreations common to those reared under similar conditions. His scholastic advantages were limited, in an academic sense, but the sturdy ambition and natural intellectual force of the man could not but show forth against the seeming handicap, and he broadened his mental horizon to become a person of culture and wide knowledge, having profited liberally by self-discipline and by the lessons to be gained under the direction of that wisest of all head-masters, experience. Mr. Colburn was reared to maturity in his native state, and in 1854, soon after attaining to his legal majority, he came to Michigan and took up his residence in Detroit,—a city to whose civic and industrial development he was destined to contribute in no insignificant degree as the fast fleeting years fell into the abyss of time. He had previously passed about one year in Wisconsin, where his father was interested in lead mines. Soon after his arrival in Detroit he became interested in the Charles Kellogg Company, manufacturers of iron and combination bridges for railway and highway purposes. This company was eventually reorganized under the title of the Detroit Bridge & Iron Works, and



Wm. C. Colburn



with the latter corporation he continued to be actively identified until the time of his death, having first been its secretary and treasurer and later its president, of which latter office he was incumbent until he was called from the scene of life's activities. The intervening years represented large and definite results attained through his ability and active coöperation, and he was one of the foremost factors in the up-building of the splendid industrial enterprise with which his name was so long and conspicuously associated. Throughout his entire business career in the Michigan metropolis it may be said that bridge-building represented his chief interest, and he held a high reputation in this important field of enterprise. But his progressive spirit led him to make judicious investments in other lines as his capitalistic powers waxed stronger. Thus he became associated with the late General Russell A. Alger in mining and other enterprises, and in other fields the two were likewise associated with the late Martin S. Smith, another of the representative business men of Detroit. Mr. Colburn was one of the original members of the first board of directors of the Union Trust Company, and he continued incumbent of this office until the time when the company inaugurated the erection of its magnificent new building, on Griswold street, when he resigned from the directorate, in order that the Detroit Bridge & Iron Works, of which he was president, might take the contract for the construction of the building mentioned. For a number of years he was a valued member of the directorate of the State Savings Bank, and for several years was vice-president of the Detroit National Bank. Of these institutions proper record is given on other pages of this publication.

Indomitable will and energy, unflagging industry and clear perception, placed Mr. Colburn among the leading business men of Michigan. He possessed the business courage which comes from faith in one's own abilities and judgment, and thus he was always progressive in his attitude. A self-made man in

the best sense, he was unassuming in demeanor but firm and persevering in the course which he decided to be right. Thorough and earnest in every undertaking, all of his affairs were conducted with systematic exactness. There was nothing sensational or spectacular in his career, and he used his large fortune in ways that contributed much to the material advancement of Detroit. In sterling good sense, genuine public spirit, thorough integrity, and a private life above reproach, he stood as one of Detroit's honored and valued citizens and representative business men. He was an agreeable, courteous gentleman, and won and retained inviolable friendships, though, as before stated, he was somewhat reserved, never having been given to speaking much of himself, even in the precincts of his ideal home. In politics, while never an active factor and never a seeker of official preferment of any description, he was a loyal supporter of the principles and policies for which the Republican party stands sponsor. In Detroit he was identified with representative clubs and other social organizations, and it should be noted in particular that he was one of the founders of the Lake St. Clair Fishing & Shooting Club (commonly designated the Old Club), of which he became the first president,—an office which he retained consecutively until the time of his death. This club was organized in 1872, and associated with Mr. Colburn in effecting the organization were N. D. Lapham, A. M. Van Duser, E. B. Smith and Dr. George L. Field. Mr. Colburn found much pleasure and agreeable recreation through his identification with this organization, and also with the Turtle Lake Club. It is but consonant that in this brief review of the career of Mr. Colburn be perpetuated the text of the memorial adopted by the Lake St. Clair Fishing & Shooting Club:

William C. Colburn, the president of this club, died in this city, March 12, 1899. In the prime of life and in the maturity of his powers, with an apparent prospect of many years of activity and usefulness, the sudden and un-

expected death of Mr. Colburn has brought sorrow to many hearts.

By those who knew him only as the man of affairs, prompt, energetic, courageous and determined in matters of business, wise and sagacious in counsel, patriotic and public spirited in furthering the interests of the city and state, his premature removal will be regretted as the loss of a good citizen and an honorable and high-minded man who could ill be spared by the community. But to us who have known him in the intimacy and good-fellowship of club life, the sense of bereavement is far deeper and more personal.

Mr. Colburn was the first and only president of this club. For twenty-seven years he has gone in and out among us, participating in our pleasures, guiding us with his wisdom and sparing neither time nor trouble in furthering the best interests of the organization. To his sagacious and able leadership we feel that a very large part of the success of this club is due. To its affairs he brought the same energy, wisdom and decision which so eminently characterized him in business life.

A natural leader of men, he was ever modest in his pre-eminence, and while firm in his convictions as to matters of club policy and management, he was temperate in his judgment and considerate in his treatment of others. He was a true lover of nature and by choice sought his recreation "far from the madding crowd," in the woods and by the waters of the state of his adoption. He was a sportsman in the best sense of the term, and his voice and example were always to be found on the side of honor and true manliness. He was a most companionable man, and, although he was not a great talker himself, he was a welcome addition to every circle. Genial and courteous, the passing years served only to increase the respect and esteem of his fellow members, and in his death we feel that this club has sustained an irreparable loss.

On the 21st of December, 1864, Mr. Colburn married Miss Mary Augusta Standish, daughter of the late John Dana Standish, of Detroit, and she survives him, as do also their three sons and two daughters, concerning whom the following brief data are given: Evelyn E. is the wife of Charles G. Waldo, of Bridgeport, Connecticut; Mary E. is the wife of William Lawrence Keane, of Yokohama,

Japan; Burnham S., of Detroit, is secretary and treasurer of the Canadian Bridge Company, Limited, of Walkerville, Ontario; Frederick S. is treasurer of the Carbonic Dioxide Corporation in the city of Chicago; and William B. is treasurer of the Pierce Cycle Company, in Buffalo, New York.

John Dana Standish, father of Mrs. Colburn, was a lineal descendant of Captain Miles Standish, the most striking figure of that age of the Pilgrims which Rufus Choate so fitly describes as the American heroic period. Of the six children of this sturdy Puritan soldier, Josiah, the third son, after passing the greater part of an active and influential life in eastern Massachusetts, finally removed with his family to Preston, Connecticut. The latter's great-grandson, Samuel, removed to Stockbridge, Massachusetts, and was a valiant patriot soldier in the war of the Revolution, after the close of which he removed to Vermont, whence he later removed to North Granville, New York, where was born his only child, Samuel, who became an influential citizen of northern New York, where he held many local offices of trust, including that of surrogate of Washington county. The youngest of his children was John Dana Standish, who was born in North Granville, New York, October 1, 1817, and who was of the seventh generation in direct descent from Captain Miles Standish. John Dana Standish received a good academic education in his native state, where he remained until 1837, when he came to Michigan, which was admitted to the Union in that year. For three years he conducted a select school at Birmingham, Oakland county, and in 1841 he engaged in business in Pontiac. At this time he married Miss Emma L. Darrow, of Lyme, Connecticut, and they journeyed side by side along the pathway of life until their death, both having been summoned to the life eternal in the year 1884. They were survived by four children,—Mary Augusta, widow of the subject of this memoir; Eva, widow of the late Charles K. Backus, of Detroit; James D., of Detroit; and Frederick D., of Detroit.

John Dana Standish took up his residence in Detroit in 1856, and here he became a prominent and influential business man, having conducted large operations in the produce and wool trade, and having had large lumbering and real-estate interests. He was the founder of the village of Standish, Arenac county, and established and operated the first saw mill in Otsego county, while he was a stockholder in numerous and important Detroit corporations at the time of his death, which occurred in July, 1884. In 1869 he was the Republican nominee for mayor of Detroit, but was defeated, though he ran much ahead of his ticket. He later served as a member of the board of estimates and in 1880 was appointed city assessor. Three years later he was made a member of the new board of assessors, of which body he was the first president. He was a prominent and valued member of the Baptist church, and at the time of his demise he was president of the board of deacons of the Lafayette (now Woodward) Avenue Baptist church. He was a man of exalted character and his name is revered in the city which was so long his home.

EDWIN H. NELSON.

Within the pages of this work will be found definite recognition of many of the representative business men who are aiding in maintaining the commercial prestige of the fair old "City of the Straits," and to such recognition Mr. Nelson, who is president of Nelson, Baker & Company, manufacturing chemists, is eminently entitled. Special mention of the concern of which he was the founder and of which he is now president will be found in this work.

Mr. Nelson is a native of Brighton, Ontario, Canada, where he was born on the 27th of June, 1856, being a son of John and Eliza (Thayer) Nelson, the former of whom was born in Ireland and the latter in Massachusetts. When the subject of this brief sketch was an infant his parents removed from Canada to Arkansas, where the father became the owner of a plantation, which he operated successfully

up to the time of the civil war, during the progress of which the property was used much of the time for hospital purposes, by the Union army. After his return to Canada the father lived retired from business and he and his wife are now deceased.

Edwin H. Nelson, to whom this review is dedicated, was reared to maturity in his native province of Ontario, where he was afforded the advantages of the public schools, after which he became a student in the Ontario College of Pharmacy, in Toronto, being graduated in this institution as a member of the class of 1878 and coming forth specially well equipped for the profession which he had chosen. In 1879 Mr. Nelson came to Detroit and entered the employ of the old and well known concern of Frederick Stearns & Company, whose name has been so long and prominently connected with the manufacturing of pharmaceutical preparations in Detroit. With this concern he remained until 1890, when he initiated independent operations in the same line of enterprise, with which he has since been continuously and successfully identified. For record concerning Nelson, Baker & Company reference may be made to the article previously mentioned. In addition to being president of this company Mr. Nelson is a director of the National Bank of Commerce and the National Can Company, besides being a stockholder in other local corporations.

In politics he accords allegiance to the Republican party, and he is prominently identified with various business and social organizations in his home city. He is a member of the board of directors of the Detroit Club, of which he was secretary in 1907; is a member of the directorate and the executive committee of the Board of Commerce; holds membership in the Merchants' & Manufacturers' Exchange, and is identified with the Detroit Manufacturing Club and the Masonic fraternity, in which latter he has attained to the Knights Templar degree. He and his wife are communicants of St. Paul's church, Protestant Episcopal.

In 1884 was solemnized the marriage of Mr.

Nelson to Miss Anna Louise Gilkeson, daughter of Dr. Benjamin F. Gilkeson, of Rochester, New York, and the two children of this union are Frank T. and Nathalie G. The family holds a secure place in connection with the best social life of the city and Mr. Nelson is a popular and valued business man and loyal and progressive citizen.

HENRY M. LELAND.

A business man of prominence and large capacity in technical and administrative affairs is Mr. Leland, who occupies the responsible office of general manager of the Cadillac Motor Car Company's factories, the largest of the kind in the world, as shown in the specific article concerning the company appearing on other pages of this volume.

Mr. Leland is a representative of a family founded in America in the colonial epoch, and the name has been one of no little prominence in the annals of the nation. He reverts to the old Green Mountain state as the place of his nativity, having been born at Danville, Vermont, on the 16th of February, 1843, and being a son of Leander B. and Zephia (Tiff) Leland, both of whom were born in the state of Rhode Island. The father, who was a farmer by vocation, removed from Vermont to Massachusetts when the subject of this sketch was but an infant, and he located at Worcester, where both he and his wife passed the remainder of their lives,—folk of unassuming ways and sterling attributes of character.

In the common schools of Worcester Henry M. Leland received his early educational discipline and there he was reared to maturity. He was eighteen years of age at the time of the outbreak of the civil war, and though he did not enter the ranks of the "boys in blue" he did effective service in upholding the Union, since he went to Springfield, Massachusetts, where he was employed in the United States armory, making tools utilized in the manufacture of rifles which were required by the Union soldiers. He continued to reside in the old Bay

state, devoting his attention to mechanical pursuits, until 1872, when he went to Providence, Rhode Island, and entered the employ of Brown & Sharpe, manufacturers of fine tools and also sewing machines. For many years he remained with this concern, having charge of the sewing-machine department during the major portion of the time and developing to the full his fine mechanical talent.

In 1890 Mr. Leland came to Detroit and established a small factory for the manufacture of milling machinery. Success attended the enterprise from the start and at the end of the first year he had in his employ a force of sixty-five men. In 1891 Robert C. Faulconer was admitted to partnership in the business, under the firm name of Leland & Faulconer, and they eventually expanded their enterprise to include the manufacture of all kinds of marine engines and later of automobile engines. In 1905 the enterprise was absorbed by the Cadillac Motor Car Company, in which Mr. Leland became a stockholder, and from that time to the present he has served with signal efficiency as general manager of the fine works of the company mentioned. His former business associate, Mr. Faulconer, likewise became interested in the Cadillac Company, with which he was connected until his death, in 1907.

Mr. Leland is a member of the American Mechanical Engineers' Association and the National Founders' Association, of which latter he was one of the organizers and in which he was an active factor for many years. He is also identified with the National Metal Trades Association. His political proclivities are indicated by the staunch support which he accords to the Republican party and both he and his wife hold membership in the Presbyterian church.

In the year 1867, at Millburg, Massachusetts, was solemnized the marriage of Mr. Leland to Miss Ellen R. Hull, who was born and reared in that state, and they have two children,—Wilfred, who resides in Detroit; and Gertrude, who is the wife of Anson C. Woodbridge, of this city.

THOMAS MAYBURY.

The life and labors of the late Thomas Maybury, one of the honored pioneers of Detroit at the time of his death, are well worthy of study, for the record pertaining thereto is fecund in lesson and incentive. It is but in justice due also that in a compilation of the province assigned to the one at hand be given a review of his career, that the record may be perpetuated now that he has passed from the scene of life's temporal labors.

Mr. Maybury was born in Bandon, county Cork, Ireland, in the year 1809, and in his native town he was reared to maturity, receiving good educational advantages in his youth. In Bandon was solemnized his marriage to Miss Margaret Cotter, in 1832, and in the year 1834 the young couple severed the ties which bound them to their native land, whose fair shores they left to emigrate to America, where Mr. Maybury's near neighbors had come the preceding year, locating in Lockport, New York. Thomas Maybury and his wife remained a few weeks in Lockport and then came to Detroit, making the journey by way of the Erie canal and the Great Lakes. Prior to their coming to the United States one child had been born to them, but this child died at sea and was buried in a little cemetery near the mouth of the St. Lawrence river,—a sad event to mark the arrival of the young couple in America. Soon after his arrival in Detroit Mr. Maybury engaged in the trucking business. He was compelled to initiate operations in a most modest way, as his financial resources were very limited. In the early days he received one cent a barrel for hauling flour to the docks at the foot of Woodward avenue, and this thoroughfare and others were so muddy in the spring season that two barrels of flour was considered a load for a truck and two horses. As Detroit increased in population and acquired more commercial importance Mr. Maybury extended the scope of his draying and general trucking operations, to which he had from the start devoted himself with unflagging energy and ambition. He

continued in this line of enterprise for many years and built up a very successful business, based upon the implicit confidence and unreserved esteem reposed in him.

Finally he became associated with his two brothers in the purchase of tracts of timber land near the city of Detroit, and this property they reclaimed to cultivation, developing the same into three excellent farms. Roads in Wayne county at that time were few and of the most primitive order, and to make the trip from these farms to Detroit three days were often consumed. At the present time two hours prove adequate to negotiate the same distance and traverse essentially the same route. The first house occupied by Mr. Maybury after his removal to his farm was a log cabin of the pioneer type, and roving bands of Indians often stopped at the little domicile to rest and seek refreshment. The family's first Christmas dinner on the embryo farm had as its piece de resistance a shoulder of venison, though a flock of wild turkeys came into the clearing about the house on the morning of the Christmas holiday. Mrs. Maybury, fearing that the turkeys were tame and the property of some neighbor, persuaded her husband not to shoot any of the number. Not until some hunters put in an appearance and stated that the fowls were of the wild variety did Mr. Maybury realize that he had permitted a good Christmas dinner to literally fly away from him. After clearing and otherwise improving his farm Mr. Maybury returned to Detroit, where he engaged in contracting in public work,—principally the construction of sewers and the improving of streets. He eventually became the owner of a large amount of real estate in Detroit and vicinity, and through the appreciation in the value of the same he became a wealthy man. During the civil war he was an ardent supporter of the Union, and contributed most liberally to the maintenance of the soldiers in the field and the widows and orphans at home. His son Thomas enlisted in Company C, Eighth New York Light Artillery, to which he was trans-

ferred from a Michigan regiment. This son participated in the battles of Gettysburg, Missionary Ridge, Lookout Mountain and many others of the important engagements of the great internecine conflict, and he was twice wounded in action. He was mustered out with the rank of Captain and he met his death by drowning, in the state of California, a few years after the close of the war.

Of the eight children born to Thomas and Margaret (Cotter) Maybury four are now living,—Mrs. Catherine Genness, Mrs. J. F. Weber, Miss Jane, Henry and William C. William C. is one of the representative citizens of Detroit, of which he served as mayor for four terms, and of him individual mention is made on other pages of this work. Thomas Maybury and his wife were devout communicants of St. Paul's church, Protestant Episcopal, and were active workers in the old and historic parish, whose center was for many years the beautiful old church edifice on Congress street west, in the heart of the city,—a church whose demolition was viewed with regret by church people throughout the city. In politics Mr. Maybury was originally aligned as a supporter of the Whig party, but upon the organization of the Republican party he allied himself therewith, voting for the party's first presidential candidate, General John C. Fremont, and thereafter continuing a stalwart advocate of the principles of the party until his death, which occurred on the 13th of November, 1882. His devoted wife preceded him to eternal rest by many years, her death having occurred in 1851.

During the climacteric period leading up to and culminating in the civil war Mr. Maybury was in full sympathy with the abolition sentiment, and he assisted materially in aiding the colored persons in Detroit, especially those who had here sought refuge. He was imbued with a deep humanitarian spirit and his acts of charity and benevolence were many but invariably unostentatious. He did much for the laboring classes and for those "in any way afflicted in mind, body or estate," while his

character was of that sterling order that always made it ring true, and that gained to him the unqualified confidence and esteem of those with whom he came in contact in the various relations of life. His name merits an enduring place in the annals of the state in which he took up his abode before it was admitted to the Union and to whose upbuilding he contributed his due quota.

SIDNEY D. MILLER.

Sidney Davy Miller was for many years numbered among the distinguished members of the Detroit bar and through his life and services he lent honor and dignity to his chosen profession. He was a man of fine attainments, of profound erudition and practical ability as a lawyer, and the success which he achieved stood in evidence of his ability and likewise served as voucher for intrinsic worth of character. He used his intellect to the best purpose, directed his energy in legitimate channels, and his career as a legist and business man was based upon the assumption that nothing save industry, perseverance, study, integrity and fidelity to duty can lead to success deserving of the name. The profession of law offers nothing except to such determined spirits. To the true and earnest devotee it offers a sphere of action whose attractions are unequalled and whose rewards unstinted.

Mr. Miller was a native of Michigan and was a scion of one of its honored pioneer families. His father, Dan Bramble Miller, was born in the state of New York and the lineage in the agnatic course is of French-Huguenot and Holland Dutch extraction, the family having been founded in America, as were also collateral branches, in the early colonial epoch. The maiden name of the mother of the subject of this memoir was Elizabeth Davy, and she was of English descent. Dan B. Miller, who became one of the influential citizens and leading merchants of Monroe, Michigan, and who gained the sobriquet of "Honest Dan," through the appreciative estimate of contemporaries in the early political

history of Michigan, was one of the most prominent in that colony of New England and New York men who settled at Monroe in the '20s and bent their energies to making that place a formidable rival of Detroit as the western terminus for eastern commerce. In 1827 Dan B. Miller shipped from Monroe two hundred barrels of flour, the first export of the sort from the territory of Michigan, which then extended west of the Mississippi river. Apropos of these early days when Monroe held a place of marked relative importance, the followning extracts from a history of the Bench and Bar of Michigan, published by the Century Publishing & Engraving Company, are well worthy of further perpetuation: "Among these illustrious pioneers one finds Conant, Wing, Noble, McClelland, Christianity and others, imbued with the progressive spirit and well qualified to be the founders of a new colony. Dan Bramble Miller was selected by his associates and neighbors for mayor of the city of Monroe and served in that office during the railroad war which prevailed at the time of the building of the Lake Shore & Michigan Southern and the Michigan Central Railroads. It is a matter of record that Mayor Miller, as the chief executive officer of the ambitious little city, then known as the 'Independent State of Monroe,' felt it to be his duty to defend at all hazards her rights, protect her interests and preserve the foundations of her future greatness, already so carefully laid. In the course of his duty he courageously defied the allied powers of the state of Michigan and the Michigan Central Railroad Company for some time, believing them to be acting without authority of law; and the sequel proved his judgment correct. He was a man of unquestioned probity and remarkable force of character, courageous in the exercise of his official prerogative when acting from deep convictions. Mayor Miller was also receiver of public moneys—at that time an important office—at Monroe, under President Andrew Jackson."

Sidney Davy Miller was born at Monroe,

Michigan, on the 12th of May, 1830, and his death occurred in St. Augustine, Florida, on the 2d of April, 1904. He was reared to maturity in his native town and was afforded the advantages of the common schools of the day, after which he continued his studies in the preparatory branch of the University of Michigan at that time maintained in Monroe. After due preliminary work of this character he was finally matriculated in the university itself, and in this institution he was graduated as a member of the class of 1848, when but eighteen years of age. He received the degree of Bachelor of Arts and had shown himself a close and appreciative student, which, indeed, he continued to be throughout his life. After leaving the university Mr. Miller returned to Monroe, where he began reading law under the preceptorship of the firm of McClelland & Christianity, one of the strongest law firms in the state at that period. In a retrospective way it is interesting to recall that the senior member of this firm, Hon. Robert McClelland, later served as governor of the state and was Secretary of the Interior under the administration of President Pierce, and that the junior member, Hon. Isaac P. Christianity, was eventually called to a place on the bench of the supreme court of Michigan and still later became a member of the United States senate. Mr. Miller was still further fortified for the work of his chosen profession by having as a later preceptor Alexander D. Fraser, one of the most influential members of the Detroit bar. His preparatory professional advantages were even augmented beyond this point, for he finally entered Dane Law School, the law department of Harvard University, where he was graduated in 1850, with the degree of Bachelor of Laws. In January, 1852, he was admitted to the bar of his native state, at Detroit. In this city he forthwith established an office and initiated the active work of his profession, and here he continued to make his home until he was called from the scene of life's endeavors, more than half a century later.

Though Mr. Miller gave ample evidence of his superior powers as a trial lawyer, his preference was for the work of the counselor, and in this branch of his profession he gained a specially high reputation, being recognized as an authority in most intricate and involved questions pertaining to the science of jurisprudence and being retained as counsel for many leading corporations in Detroit and elsewhere, among which may be mentioned the Detroit & Milwaukee Railroad, the Detroit City Railway Company, the Eureka Iron Company, the Detroit Savings Bank, and the Michigan State Bank. His first official banking connection was as a member of the board of directors of the Detroit Savings Fund Institute, and in 1883 he was elected to succeed Alexander Adams as president of the Detroit Savings Bank, an office of which he remained incumbent until the time of his death. After assuming this office he gave more of his time to the affairs of the bank than to the practice of his profession, though he continued as advisory counsel to several important corporations.

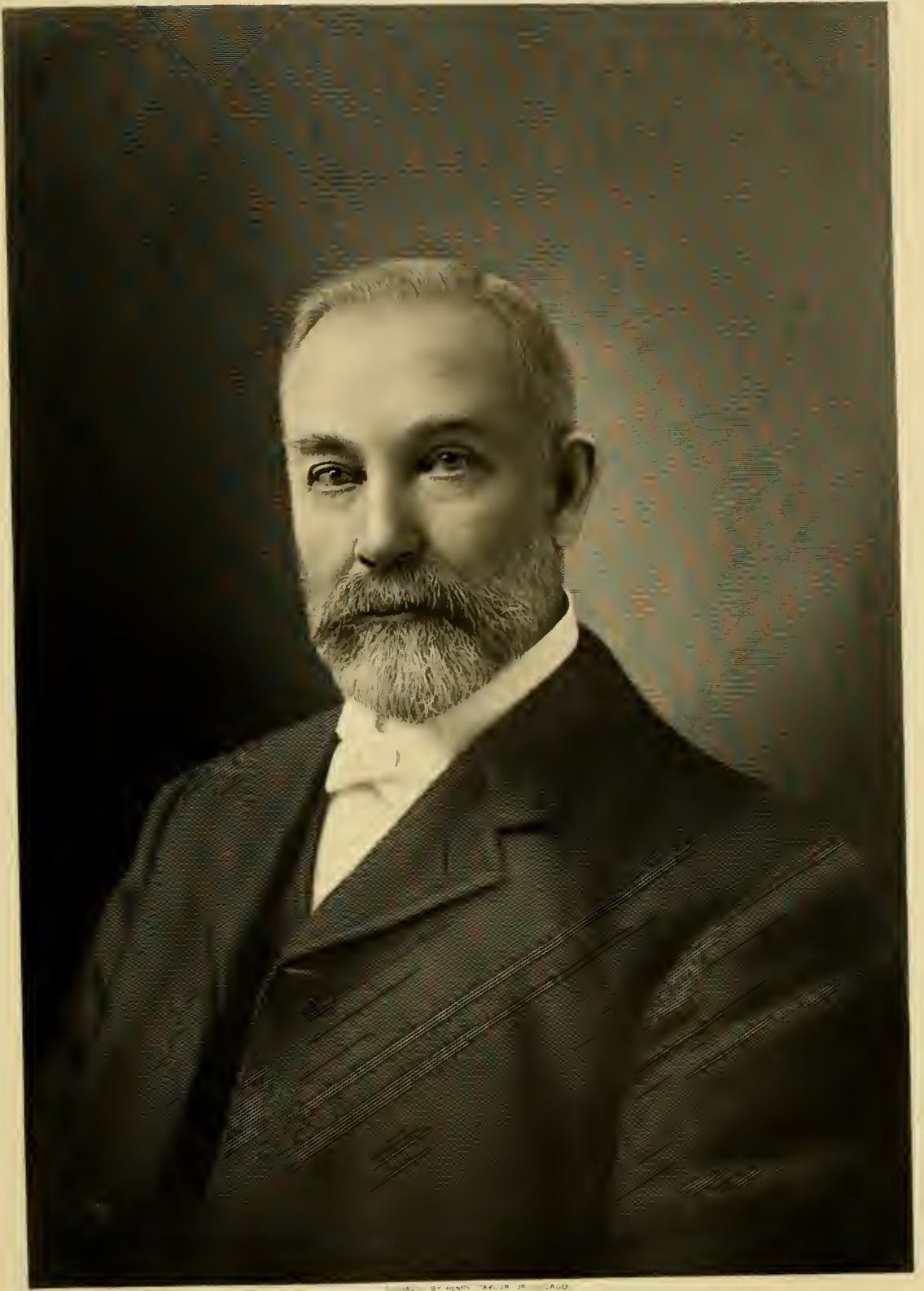
In politics, though never showing any predilection or desire for official preferment, Mr. Miller was a stalwart advocate of the principles and policies of the Democratic party, in whose ranks he continued to be aligned until his death. He was essentially liberal and public-spirited as a citizen, and in many ways his influence was exerted for the advancement of the best interests of the city which so long was his home. For twenty-three years he served as a member of the Detroit board of police commissioners, and during the major portion of this long period he was president of that body. He was also a member of the board of education for some time and within his incumbency of this office was largely instrumental in the establishing of the public library. He was also numbered among those prominently concerned in securing to Detroit its idyllic island park, Belle Isle, and likewise in the founding and maintenance of the Detroit Museum of Art.

He was a devout communicant of the Protestant Episcopal church, and for many years was a valued member of the vestry of Christ church, as well as a member of the standing committee of the diocese. He was liberal in his benefactions to the various departments of church work and his sympathy and tolerance caused him to ever stand ready to aid those "in any ways afflicted, in mind, body or estate," though he showed wise discrimination in his charities, which were invariably of the most unostentatious order. In the earlier years of his residence in Detroit he was president of the Young Men's Society, which was then a leading literary organization of the city. Mr. Miller was a man of noble character and left an impress for good upon all who came within the sphere of his influence. He honored his profession and the state in which his life was passed.

In the year 1861 was solemnized the marriage of Mr. Miller to Mrs. Katherine (Trowbridge) Rodgers, daughter of the Hon. Charles C. Trowbridge, one of the most distinguished pioneers of Michigan and one whose name is written large upon the history of Detroit and the state. Mr. and Mrs. Miller became the parents of four sons, three of whom died in infancy, the only survivor being Sidney Trowbridge Miller, now a lawyer in Detroit. Mrs. Miller died at Grosse Pointe in July, 1905.

WILLIAM C. YAWKEY.

One of the most important original sources of material development and opulent prosperity in the state of Michigan lay in the great pine forests of the state,—in the primitive period unexcelled by any in the world. The great lumbering industry drew to itself men of great capacity and foresight, and through its medium were gained magnificent fortunes, while there was in connection the important incidental influence upon all departments of civic and material advancement and cumulative prosperity. Among the prominent pioneers of



MADE BY HENRY TAYLOR JR. CHICAGO

W. C. Hawkey

the timber and lumber industry of Michigan stood the subject of this memoir, whose career was marked by definite progressiveness, by well earned success and by an integrity and honor that retained to him the inviolable confidence and esteem of his fellow men. Detroit recognized him as a valued citizen, as a man of affairs and as a financier of distinctive acumen. He was a resident of the state of Michigan for more than half a century and maintained (aside from a short residence in New York city) his home in Detroit from 1878 until the time of his death, which occurred on the 23d of November, 1903.

Concerning his identification with lumbering interests, the American Lumberman of December 5, 1903, from which further quotation will be made, made the following statements: "When William C. Yawkey died suddenly, in Detroit, a week or more ago, there passed from life a man who was not only a pioneer Michigan lumberman and timber operator but one who was a lumberman by lineal descent. His father, John Hoover Yawkey, was one of the very earliest lumbermen in the middle west, so the son came naturally into the business into which his instinct lead him and in which he achieved such distinguished success. For over half a century the name of Yawkey has been identified with the lumber history of the middle west. Its first contribution to fame in this regard was John Hoover Yawkey, who as early as 1836 operated a saw mill at Millport, near Massillon, Ohio. His ancestors left Germany in the days of William Penn and located at Germantown, now a part of Philadelphia. He moved west in 1818, settling on a farm near Dalton, Wayne county, Ohio. For years he followed the occupation of a farmer, until 1836, when the name of Yawkey was first connected with the lumber business in the west. In that year, in partnership with a man named Wellman, he began the operation of the saw mill at Millport, engaging in the manufacture of hardwoods. In 1848 he started a retail lumber yard at Massillon, under the name of John H. Yawkey &

Company, his former partner, Mr. Wellman, being the other stockholder. This yard soon became one of the largest in Ohio. In 1852 he visited Michigan and was so well impressed with the possibilities of that state that he located three miles up the river from Flint, and purchased a mill which had been in operation there since 1835. His subsequent operations took him to Saginaw and Bay City, where he resided until his death, which occurred in 1889."

William Clyman Yawkey, to whom this memoir is dedicated, was the second son of John H. and Lydia (Clyman) Yawkey, and was born at Massillon, Stark county, Ohio, August 26, 1834. It has already been noted that the Yawkey family is of German origin and that it was founded in America in the colonial days. Representatives of the same were found numbered as patriot soldiers in the Continental line in the war of the Revolution, and a due quota were also enrolled in the war of 1812 as well as the civil war, the name having ever stood for intense patriotism and loyalty. The Clyman family traces its lineage to staunch English stock, and the original progenitors in America settled in Westmorland county, Virginia, from which state representatives later removed to Ohio, as pioneers of the Buckeye state. Many of them were soldiers in the war of the Revolution, as well as that of 1812, and the name has been prominently identified with the pioneer history of various sections of the west. James and John Clyman were among the first settlers of Wisconsin and were participants in the Black Hawk war and the various other Indian conflicts incidental to the early settlement of the northwest. They were also members of the first expedition sent by the United States government to the Pacific coast.

"Owing to the exigencies of time and place the early educational advantages of William C. Yawkey were somewhat meager, as he attended the schools of the day only until he had attained to the age of fourteen years,—and this in an irregular way. Through self-dis-

cipline and observation, as well as through active association with men and affairs, he effectually overcame this handicap, however, and became a man of culture, broad information and exact knowledge. At the age noted he became a clerk in a hardware store, at a salary of six dollars a month, but he soon left this position to assume a clerkship in his father's lumber office in Ohio, where he remained until 1851, when he removed to Flint, Genesee county, Michigan, where his father joined him the following year. He became a member of his father's firm and was placed in charge of the milling operations near Flint, though he had not yet attained to his legal majority. He had gained a very intimate knowledge of the manufacture of lumber and became expert in estimating timber lands, and this, conjoined to his firm belief in the future of the lumber industry, served as the basis of his future success and prominence in connection with it.

"He was one of the earliest operators in the Saginaw valley. In 1855 he located at Lower Saginaw, now known as Bay City, and became an inspector and shipper. In 1857 he bought an interest in C. Moulthrop & Company and he had charge of their main office at East Saginaw until 1859. In the last named year he entered business for himself and began buying logs and lumber for a Chicago firm. This new field gave him opportunity to exercise those qualities with which he was equipped and which were certain to win him success. His office became not only well known and popular but well patronized, and he was soon buying and inspecting lumber not only for Chicago but also for Albany and the east and for numerous markets in the west. This agency was operated under his personal name and did much to establish the fame of the Yawkey interests in the west. In 1863, the business having become very large, his father and brother Edwin were taken into partnership and the active manufacture of logs into lumber was begun. In 1865 Samuel Yawkey, another brother, was also admitted to partnership.

"The operations of the firm were steadily extending. From the purchase and inspection of lumber it came to deal in shingles, lath and pine lands also. Mr. Yawkey was a buyer not only for himself but for other important concerns. He was recognized as an adept in the lumber business and one of the best inspectors of lumber and judges of standing timber in the west. The volume of business which the concern handled each year reached at times seventy-five million feet a season, or more than the entire business of all the other lumber firms in the valley at that time. By the year 1868 he was alone in business, and his operations had become mammoth and from then on they extended from Michigan over a much larger territory. At the time of his death he was owner of vast tracts of timber lands in Michigan, Wisconsin, Minnesota, Alabama, Florida and other states and interested in many mills throughout the country.

"Lumber and timber did not command all of Mr. Yawkey's attention and energy. He early recognized the possibilities of northern Minnesota mines and secured valuable interests in the iron lands of the Mesaba range, a district which includes the Bessemer, Commodore, Alpena and other mines owned by him at his death. He also had large mining interests on the Pacific coast and in Canada and large investments in coal and timber lands of West Virginia, and was interested in many Michigan banks, insurance, trust and manufacturing companies.

"In the death of Mr. Yawkey the lumber trade loses one of the great characters who have had much to do with its advancement. His heart and purse were ever open to the needs of those less fortunately situated than himself. He was exceptionally considerate of the feelings of those with whom he daily came in contact. His was a nature that shunned ostentatious display, and while contributing managed. He possessed the qualities for making the most of his opportunities and leaves freely to all charitable enterprises his name was never displayed in such connection. With

his death the career is ended of a noted lumberman and man of large affairs successfully behind him not only a record of successful business operations and a strong, sane, generous business life, but also the recollection of a personal character which retained its simplicity, charitableness and gentleness through all the changes of a long and active life."

Few men have enjoyed a longer or more successful career, and none has better stood the test by which an honored name and reputation are created and perpetuated.

In the year 1869 Mr. Yawkey was married to Miss Emma Noyes, of Guilford, Vermont, and her death occurred December 2, 1892. Her remains were laid to rest at Brattleboro, Vermont, and by their side repose those of her honored husband. Of this union were born two children,—Augusta L., who is the widow of the late Thomas J. Austin, and William Hoover Yawkey, both of whom reside in New York city.

SIDNEY T. MILLER.

The legal profession in Michigan has ever maintained high prestige and from its ranks many have risen to high distinction in national affairs. One of the leading members of the bar of the state for many years was the late Sidney D. Miller, who was long engaged in the practice of his profession in Detroit and who was the father of the subject of this sketch. A memorial review of his life is entered on other pages of this work and to the article in question reference should be made for details of family history consistently eliminated in the present sketch.

Sidney Trowbridge Miller was born in the family homestead, on Jefferson avenue, Detroit, January 4, 1864, a son of Sidney D. and Katherine (Trowbridge) Miller, both representatives of honored pioneer families of the Wolverine state. After duly availing himself of the advantages of the excellent public schools of his native city, Mr. Miller became a student in the Brown Academy, a private

institution in Detroit, where he pursued his preparatory collegiate work. In 1881 he was matriculated in historic old Trinity College, Hartford, Connecticut, in which he completed the prescribed course in the literary department, being graduated as a member of the class of 1885 and receiving the degree of Bachelor of Arts. In 1888 his alma mater conferred upon him the degree of Master of Arts. In 1885-6 he gave his attention to the study of law in the office and under the preceptorship of his father, making excellent progress in his accumulation and assimilation of legal lore, and he then entered the law department of Harvard University, where he continued his technical studies for one year. In 1887 he was admitted to the bar of Michigan, upon examination before the supreme court of the state, and later he was admitted to practice in the federal courts. He initiated the practical work of his profession in Detroit, where he has since remained and where he has built up a large and important business, retaining a representative clientele and devoting special attention to corporation law, in which branch of his professional work he has been especially successful and gained no uncertain precedence. He is known as a strong trial lawyer and as a close student of his profession, always fortifying himself thoroughly for the presentation of his causes and for the handling of all work entrusted to his care. He holds membership in the American Bar Association, and the International Law Association, as well as those of Michigan, Wayne County and Detroit, and enjoys the respect and esteem of his professional confreres. His political support is given to the cause for which the Democratic party stands sponsor but he has never sought or desired political office. He holds membership in the Detroit, Country, Yondotega, University, Racquet, and Detroit Boat Clubs, and is also affiliated with the Delta Psi college fraternity. He is a member of the directorates of the Detroit Savings Bank, Detroit Trust Company, Detroit Fire & Marine Insurance Company, and the Wyandotte Sav-

ings Bank, and he enjoys marked popularity in the business and social circles of his native city. He is a director of the United States Heater Company and the Hecla Cement Company, prominent Detroit corporations, is counsel for both, and holds similar positions for other local institutions. He succeeded his honored father as president of the Detroit College of Medicine, of which office he is still incumbent. He is a member of the library and gas commissions of Detroit. Mr. Miller is a communicant of the Protestant Episcopal church, being a vestryman of Christ church, Detroit, and a member of the standing committee of the diocese of Michigan.

In 1889 was solemnized the marriage of Mr. Miller to Miss Lucy T. Robinson, daughter of Hon. Henry C. Robinson, a representative citizen of Hartford, Connecticut, and they have two children,—Sidney T., Jr., and Elizabeth T.

FRANK W. EDDY.

Through his own ability and admirably directed endeavors Mr. Eddy has risen to a position of distinctive prominence in the industrial and capitalistic circles of Detroit, where he has maintained his home since 1875 and where his interests are of wide scope and varied order. He is one of the city's representative business men and has contributed his full quota to the upbuilding of the "Greater Detroit."

Mr. Eddy is a native of the old Empire state of the Union, having been born at Warsaw, Wyoming county, New York, on the 29th of July, 1851, and being a son of Rev. Zachary Eddy, D. D., and Malvina (Cochran) Eddy, the former of whom was born in Vermont and the latter in the state of New York. The Eddy family is of staunch Puritan stock and was founded in America in the early colonial epoch. The original progenitor in the New World was William Eddy, as the name was then spelled, and he came with his family to America in 1630. The family became prominent in the early settlement of Vermont and later in that of Jamestown, New York. The

father of the subject of this sketch was a distinguished clergyman of the Congregational church, and in 1873 he took up his residence in Detroit, where for ten years he was pastor of the First Congregational church. Here his memory is held in affectionate regard by those who knew the man and his work.

When Frank W. Eddy was a child his father was called to a pastorate in Northampton, Massachusetts, and in the Round Hill school of that place the son pursued his studies until he was fifteen years of age, when the family removed to Brooklyn, New York, where he attended the Polytechnic Institute, after which he entered Williams College, in which institution he remained a student for several years.

Mr. Eddy initiated his business career by taking a position as clerk in a wholesale hardware house in New York city, where he remained until 1873, when he went to California and located in the city of Sacramento. There he was identified with a similar line of enterprise for some time, after which he was engaged in the newspaper and printing business in that city. In 1875 Mr. Eddy became a resident of Detroit, where his parents had located about two years previously and where he has maintained his home during the intervening period of more than thirty years. Shortly after his arrival in the Michigan metropolis he secured a position as bookkeeper for James Nall & Son, and later in the same year he accepted a similar position in the establishment of H. D. Edwards & Company, to which concern he was admitted a partner in 1876: this connection proved the virtual foundation of his signally successful career as an independent business man. The enterprise conducted under the firm name noted dates its inception back to the year 1855, when it was founded by the late A. G. Edwards, who in that year opened a store for the handling of rubber goods. The business has been continued without interruption during all the long intervening years and the house is now one of the largest of its kind in the United States, throughout the most diverse sections of which its trade extends, as

well as into foreign countries. The business is now entirely of a wholesale order, with direct manufacturing connections, and marine hardware and all kinds of mechanical rubber goods are handled. George W. Edwards and Frank W. Eddy are now the only members of the firm. Mr. Eddy is also a stockholder and director of the corporation of Nelson, Baker & Company, manufacturing chemists. He was largely instrumental in securing to Detroit the great factory of Morgan & Wright, leading manufacturers of rubber vehicle tires in the United States, and of this concern also he is a director. He is a member of the directorate of the Rubber Goods Manufacturing Company, of New York; is president of the National Can Company, of Detroit; is a director of the Detroit Oak Belting Company; and is a director of each of the Wayne County Savings Bank and the Detroit Trust Company, both of which institutions are specifically mentioned in this publication. He is also treasurer and general manager of The H. V. Hartz Company, of Cleveland, Ohio.

Essentially liberal, progressive and public-spirited, Mr. Eddy has ever shown a lively interest in local affairs, and in political matters his allegiance is given to the Republican party. He and his family attend the Congregational church, and he is identified with the Detroit Club, the Detroit Athletic Club, the Detroit Country Club, the Yondotega Club, the Detroit Boat Club and other social and civic organizations of representative character. He is ex-president of both the Detroit Club and the Detroit Athletic Club.

In 1879 was solemnized the marriage of Mr. Eddy to Miss Florence Taylor, of Detroit, and they have six daughters.

WILLIAM B. MORAN.

The honored subject of this memoir was a representative of one of the best known and most distinguished pioneer families of Detroit and was a scion of that fine old French stock which so early made its influence felt in the annals of the "City of the Straits." He him-

self became a representative member of the bar of his native city and state, but finally withdrew from the work of his profession to give his attention to his large capitalistic interests and industrial enterprises.

William Benjamin Moran was born in Detroit on the 24th of May, 1844, being the second of the five children born to the late Judge Charles Moran and Justine (McCormack) Moran, the former of whom was born in Detroit and the latter in Orange county, New York. The original French ancestors of the Moran family in America were numbered among the earliest settlers of the St. Lawrence valley in Canada. The progenitor was Pierre Moran, who was born at Batiscan, France, in 1651, and who, in 1678, married Madeline Grimard. This worthy couple left many descendants in Canada, where the name is still well represented, and in the several generations have been found men of distinction in the learned professions, in business life and in the financial world. The original orthography of the name was Morand, and thus it appears in certain ancient records in Canada. Jean Baptiste Moran, one of the sons of the original Pierre Moran, was married, at Quebec, Canada, in 1707, to Elizabeth Dubois, and Charles Moran, son of this couple, was the founder of the Detroit branch of the family. He settled here in the year 1734, and since that time the name has been indissolubly and prominently linked with the annals of the state of Michigan. This Charles Moran, in 1767, married Marguerite Grimard Trembley, whose family possessed the seigneurie de Trembley as early as 1681. She died in 1771, leaving two sons, the younger of whom, Charles, was born in 1770, in Detroit. Charles Moran (2d) was married, in 1794, to Catherine Vissier deLaferté, whose only child was the late and distinguished Judge Charles Moran, of Detroit. The latter was born in Detroit, on the 21st of April, 1797, and here his death occurred in 1876, in the fulness of years and well earned honors. Judge Moran was twice married. In 1822 was solemnized his union with Julie

DeQuindre, and they became the parents of five children, of whom the last to survive was Mary Josephine, who was the youngest and who was the wife of Robert E. Mix, a prominent citizen of Cleveland, Ohio. After the death of his first wife Judge Moran married Miss Justine McCormack, who survived him by several years, her death occurring in Detroit. They became the parents of five children, namely: James, who died when a young man, unmarried; William B., who is the immediate subject of this memoir; John V., who is one of the representative citizens of Detroit; Catherine, who is the widow of the late Henry D. Barnard, of Detroit; and Alfred T., of whom specific mention is made on other pages of this work.

Judge Charles Moran became one of the most extensive real-estate owners in Detroit and left to his children a large fortune. He was one of the city's most honored and influential citizens, liberal and progressive beyond his time, and an influential factor in public affairs in the state. He served as a member of the Michigan legislature at the time when Detroit was still the capital of the state, was judge of the territorial court for a term of years and held other positions of distinctive public trust and responsibility. On the roll of the revered pioneer citizens of Detroit his name must ever occupy a prominent place. For many generations the family has been represented prominently in the Catholic church, of which Judge Moran was a devout communicant and one who did much to further the work of the church in its various departments.

William B. Moran, to whom this article is dedicated, secured his early educational discipline in the Patterson school, Detroit, and later continued his studies in St. John's College, one of the old and noble Catholic institutions of Fordham, New York. He was graduated in this college as a member of the class of 1866, was a professor of mathematics two years, and soon afterward he began reading law under the preceptorship of William Gray, who was then one of the leading members of

the Detroit bar. He made rapid progress in the absorption and assimilation of legal lore, and was admitted to the bar of the state in 1870. Mr. Moran built up a large and representative law business and became one of the foremost members of his profession in Detroit, where he continued in active practice until about a decade prior to his death, when he retired, to give his attention to other interests, as has already been stated in this context. The records of the municipal, state and federal courts bear evidence of the powers and successful work of Mr. Moran in his profession, which he honored and dignified by his labors and services.

Mr. Moran was one of the founders of the Peninsular Stove Company and was actively identified with its management for many years. He was the owner of a large landed estate, including city property and also tracts of land at Grosse Pointe. He was one of the original stockholders of the American Harrow Company and the Detroit Electric Light & Power Company, of which latter he was president at the time of his demise, and he was a member of the directorate of the People's Savings Bank. He was a citizen whose public spirit ever showed in apotheosis, and his interest in all that concerned the welfare of his native city and state was of the most insistent and loyal type. He was incumbent of the office of city comptroller during the administration of Mayor M. H. Chamberlain, and was a member of the Detroit park commission at the time when the present beautiful Belle Isle park property was purchased by the city. His political allegiance was given to the Democratic party, he was identified with various civic and social organizations, including the principal clubs of Detroit, was a communicant of the Jesuit Catholic church, and in all the relations of life he so ordered his course as to merit and receive the unequivocal confidence and esteem of his fellow men. His death occurred on the 11th of December, 1895, and thus Detroit recognized and manifested its appreciation of the loss of one of its most honored and valued citizens,—

one who worthily upheld the high prestige of the name which he bore.

In 1872 was solemnized the marriage of Mr. Moran to Miss Frances A. Desnoyer, who was born and reared in Detroit and who survives him, as do also their three children, namely: Katherine M., wife of Strathearn Hendrie, of Detroit; William R., of Detroit; and Henry D.

WILLIAM C. MAYBURY.

Standing representative of the deepest public spirit and civic loyalty, Hon. William C. Maybury, former mayor of Detroit and ex-member of congress from this district, has long been a dominating and honored factor in his native city, and he is one of the leading members of the bar of the state of Michigan.

Mr. Maybury was born in Detroit, on the 20th of November, 1849, and is a son of the late Thomas Maybury, to whom a memoir is accorded on other pages of this volume, so that a further review of the family history is not demanded at the present juncture. In the public schools of Detroit William C. Maybury gained his early educational discipline, and was graduated in the old Capitol high school as a member of the class of 1866. In 1870 he was graduated in the literary department of the University of Michigan, which conferred upon him the degree of Bachelor of Arts, and in 1871 he graduated, with high honors, in the law department of the same institution, from which he received the degree of Bachelor of Laws. In 1880 his alma mater conferred upon him also the degree of Master of Arts. After completing his course in the law department of the University Mr. Maybury returned to Detroit, where he entered the law office of Hon. George V. N. Lathrop, with whom he remained until 1871, the same year when he was duly admitted to the bar of his native state,—shortly after attaining his legal majority. He then formed a professional partnership with Colonel Edwin F. Conely, with whom he continued to be associated until the latter's death, in 1882. Thereafter he maintained for nearly a decade a professional alli-

ance with John D. Conely and Alfred Lucking, and the firm title was Conely, Maybury & Lucking until the retirement of Mr. Conely, after which the title of Maybury & Lucking obtained until 1892, and now the firm is Maybury, Lucking, Emmons & Helfman.

Mr. Maybury has gained a high reputation as a lawyer of fine attainments and has been most successful both as a trial lawyer and a counselor. He has been concerned in much important litigation and has been retained as counselor by important business corporations and representative capitalists.

As a staunch advocate of the principles and policies of the Democratic party, Mr. Maybury has done yeoman service in its cause, and early in his professional career he was called upon to serve in public office. From 1875 to 1880 he was incumbent of the office of city attorney of Detroit, and in 1882 he was elected to represent the first congressional district of Michigan in the forty-eighth congress. He was chosen as his own successor in 1884 and his congressional record was one altogether to his credit and to that of the great commonwealth of which he was thus the accredited representative. He was accorded membership on the important judiciary committee and also that on ways and means. Within the period of his service in congress was purchased the site of the present magnificent postoffice building in Detroit and the work of erection was instituted. It was largely due to his earnest efforts that congress passed the bill permitting the building of the Belle Isle bridge, connecting Detroit with its beautiful island park. This bill was drawn and presented by Mr. Maybury.

Upon the expiration of his second term in congress Mr. Maybury returned to Detroit and resumed the active practice of his profession. On the 10th of April, 1897, he was chosen to serve the unexpired term of Mayor Hazen S. Pingree, who had been elected governor of the state. On the 5th of the following November he was duly elected mayor of Detroit for the full term of two years, and his administration was marked by progressiveness, correct busi-

ness methods and independence. His regime in the mayoralty was one that gained unequivocal popular commendation, and he retired with a closely cemented hold upon the respect and confidence of all classes of citizens. Mr. Maybury is a prominent figure in the Masonic fraternity, in which he has passed every grade in both the York and Scottish Rite bodies, including the thirty-third degree. In 1898 he served as commander in chief of Michigan Sovereign Consistory, Ancient Accepted Scottish Rite. He is senior warden of St. Peter's church, Protestant Episcopal, and a director of the local organization of the Brotherhood of St. Andrew, an admirable church organization. Mr. Maybury is a bachelor.

WILLIAM HARSHA.

William Harsha, editor and publisher, founder of the first exclusive job-printing establishment in the Territory of Michigan, and a citizen of prominence and influence in the early years of its statehood, was born in Washington, Pennsylvania, on the 31st of December, 1806, a son of John and Esther (McMillan) Harsha. His ancestors, both paternal and maternal, were among those who took part in the early colonization of America, and numbered among them have been those who achieved distinction in the French and Indian wars, the war of Independence and who have filled many positions of usefulness in the town, state and nation.

The Harsha family was founded in America by three brothers, natives of the famous old city of Newry, long the capital of the Irish kings, in the county of Armagh, Ireland. They were soldiers of fortune and joined that gallant band of adventurers who accompanied Captain John Smith to the New World and, in 1607, founded with him the colony of Virginia. William Harsha, the earliest of the family of whom authentic records can be found, was born in Pennsylvania, served in the Continental line in the war of Independence, and married Elizabeth Strain. Another member of

the family was also in the Continental service and attained the rank of captain. Elizabeth Strain was a member of the well known and influential family of that name and a near relative of Commodore Strain, United States navy, concerning whom the following data are secured from Johnson's Encyclopedia:

"Strain, Isaac G., born at Roxbury, Pennsylvania, in 1821, entered the navy as midshipman; in 1845, at the head of a small party, made explorations in the interior of Brazil, and in 1848 in Lower California. In 1849 he crossed South America from Valparaiso to Buenos Ayres, publishing a narrative of this journey, under the title 'The Cordillera and the Pompa' (1853). In 1850 he was for a short time attached to the Mexican boundary commission. He afterward commanded an expedition to explore a route for a ship-canal across the Isthmus of Panama, the party suffering extreme hardships and losing several of its members; an account of this expedition, compiled from his papers by J. T. Headley, appeared in Harper's Magazine in 1856. In 1856, in the steamer 'Arctic,' he made soundings which demonstrated the practicability of a telegraphic cable between the United States and Great Britain. He died at Aspinwall, May 15, 1857."

John Harsha, son of William Harsha through marriage with Elizabeth Strain, was born in Pennsylvania, on the 17th of March, 1778. He was one of the first settlers of Washington county, that state, and a pioneer in the transportation of freight from the eastern section of the state to the western. The enterprise was attended with many hardships and great difficulty, owing to the almost impassable mountains and suitable roadways, while the Indians were a danger to be constantly reckoned with. He became the owner of a large landed estate and was a citizen of prominence and influence. He married, on the 26th of July, 1805, Miss Esther McMillan, a member of an old colonial family. John Harsha died on the 15th of June, 1859, and his wife on February 3, 1860. They were the parents of



Walter Harsha

twelve children, of whom William, our subject, was the eldest.

William Harsha received his rudimentary education in the public schools of Washington county, Pennsylvania, and later became a student in the Washington & Jefferson College, at Cannonsburg, that state. While attending the latter institution he was a classmate of the late Hon. James G. Blaine, and formed with him a close friendship, which remained unbroken to the time of Mr. Harsha's death. On completion of a term in this college he was apprenticed to Butler, of Pittsburg, then the most famous printer of the west. With him he became a journeyman printer, subsequently locating in Ravenna, Ohio, at that time known as the Western Reserve. Here he established a printing and binding plant and engaged in the publishing of books and newspapers. He was successful as a publisher and editor and eventually sold the business with profit. In search for a new location, he visited Cincinnati and Toledo, Ohio. Failing to find conditions to his liking in these places, he journeyed on to Detroit, where he located. He first engaged in establishing printing plants in various towns in the territories of Michigan and Wisconsin, selling them on time payments, thereby making possible the early development of the newspaper field, which otherwise would necessarily have been a matter of time. His first connection with the printing art in Detroit was in the capacity of compositor on the Detroit Free Press. In 1835 he established the first exclusive job-printing plant in the territory. The first city directory, that of 1837, and also the second, that of 1845, were printed by him. In 1845, he printed and bound in his establishment the first legal work to be published in the state,—“Walker's Chancery Reports.” The original copy of this work filed for copyright with the clerk of the United States court, as was necessary at the time, by the publisher, Henry N. Walker, at the time one of the owners and editor of the Detroit Free Press, is now in the custody of Walter S. Harsha, son of the printer and the present clerk of the

court. Its cover bears the signature of John Winder, then clerk, and the date, May 14, 1845.

Mr. Harsha subsequently engaged in the publishing of newspapers and was connected with several as editor and owner. He was the founder of the “Western Farmer,” its editor and publisher for several years, and later sold it to New York parties, who renamed it the “Rural New Yorker.” He was for a time the owner, editor and publisher of the “Detroit Daily Advertiser.” In disposing of this publication one of the conditions of the sale was that Mr. Harsha contract to furnish one column of editorial matter per day for the term of one year. He often remarked in after life that this was the most difficult task, to accomplish in a creditable manner, he had ever undertaken. His entrance in the field of journalism in Michigan, at a time when men who were proficient in the knowledge of both the editorial and mechanical departments of the profession were few, offered him an opportunity in which to display his versatility, and his impress on the press of the time was marked with broad and convincing contributions, while his business management of the various enterprises with which he was connected was equally marked with success.

Mr. Harsha was an active and influential force in the political life of his time and filled with credit several positions in the gift of the people. In his early life he was an old-line Whig. He later became a strong abolitionist and was a member of the party “under the oaks” at Jackson, Michigan, and therefore one of the founders of the Republican party. He was for a time a supervisor, elected from the township of Springwells, in which he resided, and his residence, near the corner of Sixth and Porter streets, was included in its bounds. He also served one term in the office of treasurer of Wayne county. He was one of the organizers of the Mechanics' Society and held numerous offices in the same. This society were builders of the Mechanics' block, subsequently purchased by the late Thomas McGraw.

who renamed it the McGraw Building, and located at the corner of Griswold street and Lafayette avenue. Mr. Harsha was an active and influential member of the local Typographical Union and served as its president for one term. He was also an enthusiastic and popular member of the old volunteer fire department and was for many years connected with Lafayette Company, No. 4, of that organization.

Mr. Harsha married, on the 20th of August, 1839, Miss Mary Ann Cook, daughter of Dr. Robert Cook, of Argyle, Washington county, New York. Dr. Cook was a son of Thomas Cook, an architect and builder, who was born in Cork, Ireland, on the 26th of December, 1747, and emigrated to America in 1764, arriving in New York city on the 15th of December. He married in that city, on the 31st of July, 1769, Miss Mary Ann Mahon, who was born in Cork, Ireland, on the 7th of February, 1756, and who came to America in 1763, arriving in New York city on the 15th of June. Thomas Cook engaged in his dual capacity of architect and builder in and about the cities of New York and Albany until the 24th of August, 1777, when he enlisted for three years, as a private in the Fourth Company, under Captain Abraham Swarthout, in the Third Regiment New York Continental Infantry, under Colonel Peter Gansevoort, of Albany, New York, and was ordered with his regiment to old Fort Stanwix, then known as Fort Schuyler, on the Mohawk river (present site of Rome, New York). He assisted in repairing the defenses, which had been allowed to become dismantled, and participated in the gallant defense of the fort, which lasted unremittingly from the 2d to the 22d of August, 1777, when the siege was raised. During the battle of Oriskany, on August 6, 1777, a portion of the besieging force was withdrawn to assist in repelling the force of General Herkimer, who was marching to the assistance of the garrison, and while so employed a successful sortie was made from the fort by Lieutenant-Colonel Marinus Willett, Third Regi-

ment Continental Infantry, with a detachment of two hundred men, of whom Thomas Cook was one, and there were captured from the besiegers twenty-one wagon loads of spoils, the English commander's (Sir John Johnson) baggage and papers and five standards. He remained with his regiment at the fort until April 17, 1779, when he participated in the expedition under Goose Van Schaick, First Regiment New York Continental Infantry, which destroyed the Onondaga villages, killing twelve Indians, capturing thirty-three, and returning to the fort in five and one-half days, —a journey of one hundred and eighty miles. The Continental congress presented its thanks to Colonel Van Schaick and the officers and men of his command, General Washington having previously done so in general orders, dated headquarters, Middlebrook, May 8, 1779. He also served with his regiment in Brigadier-General Clinton's brigade, New York Continental Infantry, in Major-General John Sullivan's expedition against the Six Nations, and marched June 30, 1779, for Lake Otsego. After joining Major-General Sullivan he participated in the battle of New Town, near Elmira, New York, on August 25th, in which the Indians and their tory allies were defeated. The command then marched to the Genesee valley, entered Pennsylvania and made its way through the Wyoming valley and across the mountains to Easton, then joined the main Continental army in New Jersey, and on the 7th of December, 1779, began the construction of winter quarters near Morristown. The Third New York remained here during the winter of 1779-80, and was in the earlier operations of General Washington in New Jersey in 1780, terminating in the battle of Springfield, in June, and in the following month of July the regiment took post in the highlands of the Hudson, whence it subsequently proceeded to Fort Edward, in the present Washington county, where, on January 1, 1781, it was incorporated with the First Regiment, New York Continental Infantry. Mr. Cook's term of enlistment expired on Au-

gust 24, 1780, when he was honorably discharged; but he re-enlisted for four months longer and served until January 1, 1781, when he was mustered out. Official records show that he was subsequently taken prisoner, in 1781; the place of capture, however, is not stated, but the probabilities are that it was in the Indian incursions into Tryon county in July, 1781. On conclusion of his service to his country, Mr. Cook located in Owasco, Cayuga county, New York, later removing to Cambridge, that state, where he died on the 19th of February, 1789. His wife died on the 2d of October, 1807, having survived him eighteen years. They were the parents of seven children, of whom Dr. Cook was the fourth. Robert Cook was born in Lensingburgh, Rennsalaer county, New York, on the 1st of September, 1775, and died in Jamestown, Chautauqua county, that state, on the 6th of October, 1861. He married, in 1806, at Argyle, New York, Miss Elizabeth Sutherland, who was born in Montreal, Canada, on the 3d of April, 1789, and who died at Jamestown, Chautauqua county, New York, on the 21st of July, 1863. Dr. Cook was a graduated physician, a practitioner of successful standing and a man of wide acquaintance and influence. Dr. and Mrs. Cook were the parents of ten children, of whom Mary Ann, the wife of William Harsha, was the second. She was born in Argyle, New York, on the 10th of October, 1810, and died in Detroit, Michigan, on the 18th of June, 1894, surviving her husband, William Harsha, who died on the 21st of September, 1886, aged eighty years. Mr. and Mrs. Harsha were the parents of three children, two of whom died in childhood. They are survived by one son, Walter S. Harsha, clerk of the United States circuit court for the eastern district of Michigan, a review of whose career is given on other pages of this publication.

ROYAL CLARK REMICK.

It was given the subject of this memoir not only to gain precedence as one of the most

prominent principals in the early development of Michigan's lumber industry, but also to typify the highest order of citizenship, as he was essentially loyal and public-spirited, vigorous and progressive and animated by an inviolable integrity of purpose. He was among the first to recognize the great commercial possibilities of the timber wealth of the state and as early as 1852 he had acquired extensive holdings of pine lands in Tuscola county. In the cutting and transportation of timber from forest to mill, in which he was one of the most successful men of his time, in the devising of advanced methods of operation and the acquirement and installation of improved equipment, he was ever a leader. He was the first to employ steam as a motive power in connection with the logging industry, building, in 1877, the first logging railway. He possessed executive ability of high order, strong initiative and marked constructive talent, and the methods he originated, together with the policies he inaugurated, were of great value to the industry in which he was so progressive a factor.

Royal Clark Remick was born in Cornish, York county, Maine, on the 27th of March, 1812, the son of Rev. Timothy and Mary (Chadbourne) Remick. The progenitor of the Remick family in America, was Christian Remick, born in 1631, probably in Holland. There is a town named Remick in the Duchy of Luxemburg, which was so named at the time of the Roman occupation; and probably the Remicks came from there. Christian came to America when young, as he was living in the town of Kittery, Maine, in 1651, and continued there until his death, in 1710. He was one of the proprietors of the town, was granted land in what are now the towns of Kittery, Eliot and South Berwick, about five hundred acres,—the most of which remains in possession of his descendants bearing the family name. His occupation was that of planter and surveyor. He was town treasurer, selectman (chairman of the board most of the time), and representative to the legislature. He mar-

ried about 1654; his wife's baptismal name was Hannah, and by her he had nine children. Their children were well educated for the times and their descendants have filled many positions of usefulness in the town, state and nation. One of the most distinguished was the late Morrison Remick Waite, chief justice of the United States supreme court. David Remick, a great-grandson, was a captain in the Massachusetts line at the capture of Ticonderoga and Crown Point, in 1759, and he in turn was the great-grandfather of General David Remick of the Union army, 1861-5. Major Timothy Remick, a great-grandson of Christian and Hannah, probably served longer than any other soldier in the Continental line in the war of Independence,—May 8, 1775, to November, 1783. Captain Benjamin Remick, a great-great-grandson, served in the Massachusetts and Continental navy in the Revolution. He was a celebrated naval constructor and shipbuilder in New Hampshire and Maine. Among the more celebrated of his vessels was the sloop of war "Ranger," built at Kittery, Maine. This was the first man of war commanded by Captain John Paul Jones, and sailed from Kittery, December 2, 1777; it was also the first American-built war ship to show the national flag in Europe, where it was saluted by the French admiral, February 13, 1778, in the bay of Quiberon, being the first salute in Europe to our national flag by a foreign power. Christian Remick, great-grandson of Christian the emigrant, was likewise a sailor, serving in the Massachusetts and Continental navies. He was a master mariner and pilot and commissioned lieutenant. Prior to the war of Independence he was engaged in painting and drawing in water colors, also making geographical plans of harbors, sea coasts, etc. He painted several copies of the view of the landing of British troops in Boston in 1768. The New England Historic-Genealogical Society and the Essex Institute each own a copy. He was born April 8, 1726, and records show that he served throughout the Revolution. Several of his paintings were

displayed in the art collection of the Jamestown Exposition of 1907. Royal Clark Remick traced his descent from Christian, the emigrant, as follows: Joshua, son of Christian and Hannah, born July 24, 1672, died in Kittery in 1738; married Anne Lancaster. Isaac, son of Joshua and Anne, born February 14, 1706, was a soldier in the French and Indian wars, serving in 1722, in Colonel John Wheelwright's company of rangers; he married Mary Pettegrew. Timothy, son of Isaac and Mary, was born September 9, 1755, in Kittery, Maine. He enlisted May 8, 1775, in Captain Tobias Fernald's Company of the Thirtieth Foot Regiment of North America. He was promoted to Corporal soon after, serving the year out. On January 1, 1776, enlisted as sergeant in same company. He was promoted lieutenant of his company November 13, 1776, thus being a commissioned officer at the age of twenty-one years. In December, 1776, he was transferred to the Twelfth Massachusetts Regiment. On June 27, 1777, Lieutenant Remick's company helped to man the American fleet on Lake George. He was at the battle of Saratoga on October 7th, and witnessed the surrender of General Burgoyne's army, on October 17, 1777. His regiment joined General Washington's army and he was with him at Valley Forge. He was promoted to captain July 5, 1779, transferred to the First Massachusetts Regiment of the line, January 1, 1781, and was appointed major of the First Massachusetts Brigade, May 14, 1781. The brigade remained around New York until November, 1783, when the American army was mustered out of service. Major Timothy Remick, after serving his country faithfully over eight and one-half years in the Continental army, was honorably discharged. He had commanded, for short times, both the Twelfth and the First Massachusetts Regiments, and served on the staffs of Brigadier-General Paterson, Major-General Lincoln and General Washington. He signed the oath of allegiance at Valley Forge and was an original member of the Society of the Cin-



Yours Truly
R. C. Remick

cinnati. He married Mercy Staples, of Kittery, Maine, July 25, 1775. She was born October 24, 1757, and died in Cornish, Maine, in 1808. They were the parents of three children,—Timothy, born September 30, 1776; Simon, born December 26, 1777; and Polly, born November 4, 1780. Major Remick's health was ruined by his army life, and he died, at his home in Kittery, Maine, in February, 1785, at the early age of twenty-nine years, not having lived to enjoy the liberty he had done so much to gain for his country. His remains are in the old Remick burying ground on Eliot Neck, Maine (now owned, 1908, by Lieutenant Oliver P. Remick, United States Engineers,) with the bones of his father, Isaac, grandfather, Joshua, and great-grandfather, Christian Remick. A suitable monument, erected in 1895 by members of the family, marks their resting place.

Timothy Remick, Jr., son of Major Timothy and his wife Mercy Staples, and father of our immediate subject, was born in Kittery, Maine, on the 30th of September, 1776. He was given such educational advantages as were afforded by the schools of the time. He became a minister and was ordained as a Baptist clergyman in 1805. He served as pastor of the Baptist church in Cornish, Maine, for a period of forty-five years, being incumbent of that position at the time of his death, on the 29th of November, 1850. He was elected a member of the Society of the Cincinnati, to succeed his father, but never qualified. He married Mary Chadbourne, daughter of Rev. Levi Chadbourne, of Parsonfield, Maine, who was a soldier in the Continental line in the war of Independence. To them were born thirteen children. Several of the sons served in the war of 1812, and many of his grandsons were in the civil war.

Royal Clark Remick, the immediate subject of this review, received his education in the public schools of Cornish, and later completed a course in Buxton Academy. Subsequently he engaged in lumbering operations, of which the state of Maine at this time was the chief

source of supply. He gained an intimate knowledge of the details of the logging feature of this industry and was successful in the conduct of the various enterprises which he undertook. In 1852 Mr. Remick visited Detroit and a portion of Michigan. His experience in the lumbering industry of his native state enabled him to correctly forecast the future pre-eminence of Michigan as a lumber-producing region. With the late Charles Merrill, an uncle of his wife, he purchased an extensive tract of pine lands in Tuscola county. The following year he removed with his family to Detroit, becoming a resident of the city in which he remained a citizen until his death. With Charles Merrill he formed the firm of Merrill & Remick, and engaged in the cutting of timber from their own lands and the transportation of it to the mills. He retired from this firm in 1855, and until 1867 operated on his individual account. In 1867 he formed with the late David Whitney, Jr., the firm of Whitney & Remick, in which firm each was an equal partner. The operations of this firm, among the most prominent and extensive in their line of industry in the state, were confined to the cutting and transportation of timber from their own lands, situated in Isabella and adjoining counties. The extent of their cut equalled if it did not exceed that of any firm in the state, totaling thirty million feet of logs per annum. Mr. Remick was the first to apply steam as a motive power in the transportation of logs from the forests to market, and in 1877 began the construction of the first logging railway in the country, traversing their lands in Isabella and adjacent counties and making connection with the Flint & Pere Marquette system.

In the conduct of the business of this firm Mr. Remick was from the time of its formation until its death in active charge of operations. He was one of the organizers of the Tittabawassee Boom Company, which engaged in the rafting and sorting of logs for the various firms operating in territory tributary to the Saginaw river, of which the Tittabawassee

was the principal feeder. Practically all of the logs cut and driven in the Saginaw valley region were rafted and sorted by this company. A considerable portion of the lands from which Mr. Remick had removed the timber was afterward cleared and placed under cultivation by him. In Oakland county he was the owner of a large and valuable farm in which he took great pride and to which he devoted considerable time and attention. On this property he became an interested and extensive breeder of both draft and driving horses, as well as short-horn cattle. In his farming and kindred occupations he found his chief source of recreation, aside from the pleasing incentive of attaining a reputation as a successful breeder. His political affiliations were given to the Republican party from the time of its founding, although he had previously been a Democrat. His first vote as a Republican was cast for Fremont. Political office never appealed to him, though he never neglected his civic duties and obligations, and while not an active partisan he was an interested and influential member of his party. Mr. Remick was an active worker in the cause of Christianity, was a member of the First Unitarian church of Detroit, and for many years one of its board of trustees. Associated with him on the board were Hon. Thomas W. Palmer, George C. Wetherbee and the late Governor Bagley. His charities were many and generous, extended in an unostentatious manner, and in the support of his church he gave liberally of his time and means. The old Remick homestead was situated on the southwest corner of Shelby street and Lafayette avenue and was sold by his son, George B. Remick, to the government for a portion of the site on which was built the present postoffice building. The church edifice of the congregation in which he was so long a member was on the opposite or northwest corner of the same thoroughfares.

Mr. Remick married, in 1835, Miss Mary Ann (McKenney) Remick. In this compilation, an influential and respected citizen of Gray, Cumberland county, Maine. Two chil-

dren were born of this marriage: Henrietta Antoinette, wife of Charles T. Cook of Detroit, Michigan, and Royal Alphonso Remick, personal mention of whom is made elsewhere in this volume. Mrs. Remick died in Lincoln, Maine, in 1840.

Mr. Remick married on the 11th of October, 1841, Miss Lucy Merrill, daughter of Joshua Merrill, of Portland, Maine, and granddaughter of General James Merrill, a distinguished officer in the Continental line in the war of the Revolution. They were the parents of three children: James Albert and George Bradford, who are specifically mentioned on other pages of this work; and Frank. Frank Remick graduated from the literary class of 1871. On the completion of his college course he entered the employ of Whitney & Remick. Pneumonia, contracted while engaged in his duties with this firm in the lumber region near Saginaw, resulted in his death, at one of the firm's camps, May 2, 1872.

Royal Clark Remick was an active and influential factor in Michigan's commercial advancement for twenty-six years. In that department of the University of Michigan in the partment of its business life in which his usefulness was employed, his undoubted talents found their greatest development. His death occurred at a time when the success of innovations in methods and equipment which he had conceived were beginning to prove their value. He was completing the first logging railway to be constructed in Michigan, when he contracted pneumonia, which resulted in his gaged in lumbering operations in Tuscola pany the son was offered a commission, but in death, while at one of his camps in Isabella county. His last hours were passed in the company of his wife and his sons, Royal A., James A. and George B., and his death occurred on the 4th of May, 1878. Mrs. Remick was a woman of refinement and culture, of practical and generous charity, and was an esteemed and active member of the First Unitarian church. Her death occurred on the 26th

of August, 1891, at the residence of her son, George B. Remick, with whom she had resided after the death of her husband.

ROYAL ALPHONSO REMICK.

To have served his country in time of peril, to have attained success in the commercial world, and to have filled with credit positions of public trust and honor; should, to the average man, fill to the full the measure of ambition. It was given to Mr. Remick to render valiant service as a loyal soldier in the late civil war, and that he did well his part in the great internecine conflict which determined the integrity of the nation, is attested by the several promotions in rank which were conferred upon him. In all the relations of life he maintained an inflexible honesty, and his genial personality gained to him a wide circle of appreciative friends.

Royal Alphonso Remick was always known to his friends and intimates as "Phonse Remick," that being a distinctive form of his middle name. He was born in Lincoln, Penobscot county, Maine, on the 30th of November, 1839, a son of Royal Clark and Mary Ann McKenney, daughter of Joseph McKenney. He entered a memoir to his father to which the reader is referred for information concerning the family. He received his early education in his native place, where he attended the public schools and its local academy. He was prepared for college in Bacon's and Dr. Solden's private schools in the city of Detroit, to which he had removed with his father in 1853, and in 1858-9 he was a student in the literary department of the University of Wisconsin. During the summer vacation of 1862 he joined his father, who was extensively engaged in lumbering in Michigan, and who was actively interested in equipping a company of infantry, recruited largely from among his employes, for service in the great conflict then raging between the north and south. In this deference to the wishes of his father, who considered him too young and inexperienced for a

command, he enlisted as a private. The history of his regiment, the Twenty-third Michigan Volunteer Infantry, in which he was a member of company D, is the record of his service. His first promotion from the ranks was to that of orderly sergeant, and successive promotions covered the various grades to that of first lieutenant, the rank he held at the time of his honorable discharge, in July, 1865, on the mustering out of the regiment.

On the completion of his service in the army Mr. Remick was for a short time in the employ of his father, subsequently accepting a position with the well known lumber firm of Avery & Murphy, in the sales department, with headquarters in Chicago, where he resided until 1878. On the death of his father, in the year last mentioned, he returned to Michigan and was made manager of the farming property owned by his estate, establishing his residence in Oakland county. On the extensive farm, in this county, which his father had placed under a high state of cultivation and where he had found recreation, pleasure and profit in the breeding of horses and cattle, Mr. Remick gave proof of his versatility, in equaling his father's success as an agriculturalist and breeder. In the politics of the county he took active part and as chairman of the Republican county committee served with credit to himself and to the advantage of his party. He was appointed by the late General Russell A. Alger, at the time governor, a member of the first board of trustees of the Michigan Soldiers' Home, at Grand Rapids, and served one term.

Mr. Remick married, in December, 1868, Miss Marie Cummings, daughter of Redmond Cummings, of Chicago. They were the parents of three children: Royal Clark Remick, of Wilmington, North Carolina, a prominent lumberman of that state; Jesse Cummings Remick, of Taft, Louisiana, a principal in the Cummings-Moberly Cypress Company, lumber manufacturers; and Mary Ethel Remick, wife of Irvin McDowell, of Chicago, Illinois.

Mr. Remick died on the 30th of March, 1888, at the Remick farm in Oakland county. He was survived by his widow, now deceased, and his three children.

JAMES ALBERT REMICK.

The closing years of the nineteenth century saw the decline of one of Michigan's most important industries,—an industry which in its growth and development offered to a large number of men a fertile field in which to exercise business talents of the highest order. In the felling, manufacture and marketing of her great pine forests, the conducting of which required large capital and commercial methods of high efficiency, there was developed a group of men who, from the standpoint of constructive, initiative and executive ability, will pass down to posterity as among the most forceful in the history of the commercial life of the state. Numbered among those who realized a large and substantial success in this industry, with which he was identified for nearly forty years, and who may be justly termed one of its most progressive and sagacious captains, is he whose name initiates this article.

James Albert Remick was born in Lincoln, Penobscot county, Maine, on the 12th of July, 1843, a son of Royal Clark and Lucy (Merrill) Remick. In this compilation is entered a memoir to his father, the late Royal Clark Remick, to which the reader is referred for information concerning the family, whose origin in America dates from the early settlement of Massachusetts colony. In the public schools of the city of Detroit, whither he had removed with his parents in 1853, Mr. Remick acquired his early education, which he later supplemented by a course of study in the Bacon (private) School. In 1862 he entered the employ of his father, who at that time was engaged in lumbering operations on a large tract of land which he acquired in Tuscola county. Under his father's instruction he gained an intimate and thorough knowledge of the industry with which he was identified during his lifetime. In 1870, associated with

Daniel McCoy, one of the most prominent and successful business men of Grand Rapids, Michigan, and the late John Riggs, of Minneapolis, Minnesota, he engaged in lumbering operations on Pine river, Manistee county, under the firm name of Remick, Riggs & McCoy. In 1873 Mr. Remick withdrew from the firm, and during the ensuing five years he conducted independent enterprises of a like character. On the death of his father, in 1878, he was appointed one of the administrators of the latter's estate, became manager of its interests in the firm of Whitney & Remick, conducting one of the largest enterprises in the state, and succeeded his father as manager of the logging and transportation departments of the concern. He continued in this capacity until the liquidation of the affairs of the firm, in 1895. In continuing the policies and methods which his father had inaugurated for the conduct of the business and which he amplified with those of his own conception, in the amplification and perfecting of equipment from experimental to practical use, and in the control and guiding of the large number of employes required in the various localities in which the operations of the firm obtained, he attained recognition as one of the most progressive, energetic and sagacious lumbermen of the Saginaw valley. On the liquidation of the business, in 1895, he returned to Detroit and to the management of the affairs of the R. C. Remick estate, in which he was associated with his brother, George B. Remick, and to his private interests. He was a stockholder in several lake-marine lines, among which was the Whitney Transportation Company. He was one of the founders of the City Savings Bank of Detroit, and a member of its board of directors from the time of its incorporation until 1902, when he resigned, on account of his dissatisfaction with its management. During his identification with the lumber interests of the Saginaw valley he served as secretary of the Tittabawassee Boom Company, of which his father was one of the organizers and in which he held large stock in-



Very truly Yours
James A Remick

terests. He was always a staunch Republican and although often invited to accept nomination for office, his business interests made such demands upon his time as to make it impracticable, had he the inclination. His one exception was a term as trustee of the state asylum for the insane at Pontiac. While in the performance of his official duties at this institution he became deeply interested in the treatment of mental diseases. His interest in the subject resulted in the establishment of a sanitarium for their treatment and cure, located at Flint, Michigan, and operated by a company whose corporate name is Oak Grove. Of this company the late Warren G. Vinton, Dr. Palmer and Mr. Remick were the organizers. To its successful establishment he gave consistent attention and as a member of its board of directors was active in the supervision of its affairs. The institution is the owner of sixty acres of land within the city limits of Flint, improved with buildings as perfect in construction as experience could devise, and has, under the efficient management of its present medical director, Dr. C. B. Burr, established a reputation as one of the foremost institutions of its character in America. Mr. Remick was a member of the First Unitarian church, in which for many years his father was a trustee. To its support he was a generous contributor as well as to its charitable organizations.

Mr. Remick married Miss Mary Hosmer, daughter of the late Hon. Rufus Hosmer, a distinguished citizen of Detroit, and they became the parents of one child,—Jerome Hosmer Remick, president of Jerome H. Remick & Company, a review of whose life follows:

Mr. Remick was a man of broad mentality, strong initiative and distinct individuality. He left a lasting impression in the field of enterprise with which he was for so long identified, but he was also a prominent, though unostentatious, factor in the commercial, social and religious life of the city. His own standard of life was high and it was seen in the development of the enterprises with which he

was connected. He was generous, genial, and a general favorite among his acquaintances, and his death, which occurred on the 28th of December, 1903, was a distinct loss to the city in which he had resided for fifty years. He died rich in the possession of a well earned popularity and in the esteem which comes from honorable living. In his business life he was the embodiment of honor, as he was in his social and domestic life the perfection of love and gentleness.

GEORGE BRADFORD REMICK.

Capitalist, lawyer, man of affairs and a resident of the city of Detroit since 1853, George Bradford Remick was born in Lincoln, Penobscot county, Maine, on the 4th of August, 1845, and is a son of Royal Clark and Lucy (Merrill) Remick, a memoir of whom is entered in this compilation. To this article the reader is referred for information concerning the family, whose history in America dates from the early settlement of Massachusetts colony.

George Bradford Remick was prepared for college in the public schools of Detroit and completed his education in the University of Michigan. He graduated from its literary department as a member of the class of 1866 and from its law department in 1868. He was admitted to the bar in June of the year last noted. While a student at the university he read law in the offices of D. Bethune Duffield and Henry M. Duffield and upon his admission to the bar he engaged in the practice of his profession, having as an office associate General Henry M. Duffield. As a lawyer he was successful and continued in active practice until 1882, when the demands of his private interests necessitated his retirement. Upon the death of his father, in 1878, he was appointed one of the administrators of his estate, and with his brother, James A. Remick, managed its affairs until the death of the latter, in 1903.

Mr. Remick is secretary and vice-chairman

of the board of directors of the Whitney Company, Limited, owners of extensive tracts of timber lands in Oregon, Washington and California, of which corporation he was one of the organizers. He is president of Oak Grove at Flint, Michigan, a sanitarium for the treatment of mental diseases, which was founded by his brother, the late James A. Remick. The institution has a wide reputation and is recognized as one of the foremost of its character in America. He is also a stockholder and a member of the board of directors of the Union Trust Company of Detroit. Mr. Remick has stock investments distributed in a number of commercial, financial and industrial enterprises and has been of material assistance in the development of the commerce of the city and state. He has always been a staunch Republican, and in his early life was an active and influential member of his party. In 1881 he was elected a member of the legislature. During his term of service he was a member of several important committees and was the chairman of that on lumber and salt.

A member of a family whose origin dates from the earliest Colonial period and which numbers among its members men who have held positions of influence and honor in town, state and nation, Mr. Remick has taken a deep and active interest in the society of the Sons of the American Revolution. He is a member of the Michigan Chapter of the organization, is a member of the board of managers and has been several times a delegate to the national congress of the order. With the best social life of the city he has been prominently identified, and his residence, on Woodward avenue, one of the city's most attractive homes, is known for its gracious hospitality. He is a member of the Detroit, Yondotega and Country Clubs, the Old Club, at St. Clair Flats, and also of the Detroit Board of Commerce. He is a conservative, unostentatious American, of broad education and culture, diligent in business and conscientious in all things. Mr. Remick has never married.

JEROME HOSMER REMICK.

Capitalist, publisher, man of affairs, and one of the most widely known and popular of Detroit's native sons; founder of the great publishing house of Jerome H. Remick & Company, of which he is the president and general manager and through whose genius as constructive and administrative executive the business of the company has been expanded until they are to-day the largest publishers and retailers of sheet music in the world, Jerome Hosmer Remick was born in Detroit, Michigan, on the 15th of November, 1868, a son of the late James Albert and Mary (Hosmer) Remick. In this compilation is entered a memoir to his grandfather, late Royal Clark Remick, to which the reader is referred for information concerning the family, whose founding in America dates from the early Colonial period.

Jerome Hosmer Remick gained his educational training in the public schools of Detroit, later attending the old Legget (private) school, and was graduated from the Detroit Business University in 1887. He acquired his first experience in commercial affairs as an employe of the Commercial National Bank of Detroit, serving in the capacity of messenger. In 1888 he entered the employ of the firm of Whitney & Remick, one of the most important of Michigan's lumbering concerns and one of which his grandfather was one of the founders and his father the manager of the operative and transportation departments. During his connection with this firm he filled the respective positions of scaler, timekeeper, bookkeeper and supply-purchasing agent for the firm's lumber camps in Isabella and adjoining counties. Four years covered his service with this industry, and in 1892, in company with his father, he made an extended tour of the Old World, returning to Detroit in 1893. On the 2d of January, 1894, he was elected secretary of the Home Building & Loan Association of Detroit, an office he filled with credit to himself and the institution. In January, 1896, he was appointed trustee of the Detroit Chamber

of Commerce, and he was actively concerned in its affairs in this official capacity for two years. In 1898 Mr. Remick purchased a half interest in the Whitney-Warner Publishing Company, of Detroit, entering a field in which, ten years later, he was to become the largest publisher of sheet music in the world. His connection with this enterprise, at that time one of modest extent and reputation, was that of direction and management, and the policies he initiated and the methods he inaugurated resulted in an immediate expansion of the business. In 1900 he became the sole owner of the enterprise, and with the exception of a small interest which he disposed of and shortly afterward repurchased, held by George Engel and Emil Voelker, he conducted it, under its original title, until 1904. On January 1, 1904, the business was consolidated with that of a New York institution and the joint interests were incorporated under the laws of the state of New York as Shapiro, Remick & Company, with Maurice Shapiro, president, and Mr. Remick as secretary, treasurer and general manager. Mr. Shapiro's connection with the company ceased in December, 1904, and the business was reorganized and reincorporated as Jerome H. Remick & Company, with an authorized capital of two hundred thousand dollars, Mr. Remick being elected president and general manager. On January 10, 1907, he organized the J. H. Remick Printing Company, a subsidiary concern, for the purpose of printing a portion of the sheet music published by the parent institution. The company was incorporated with an authorized capital, of which Mr. Remick is owner of seventy-five per cent. and of which company he is the president. An article descriptive of the company and of the subsidiary institution is printed elsewhere in this work.

Aside from his publishing interests Mr. Remick has valuable holdings in a number of financial, industrial and commercial enterprises of the city and state. He is a director in Oak Grove, at Flint, Michigan, a sanitarium for the treatment and cure of mental diseases, of

which his father was the founder, and which is one of the foremost institutions of its character in America. He is a large stockholder and a director in the Detroit Creamery Company, which is the largest enterprise of its nature in Michigan and which is recognized as one of the most admirably conducted establishments in the country. A review of its growth and development appears on other pages of this volume.

In politics Mr. Remick is aligned as a supporter of the principles and policies of the Republican party, in which he is an active and influential member. He is an ardent partisan in matters of local interest and has been generous in the matter of personal service and financial support in the campaigns of recent years. He is a member of the leading business, social and commercial organizations and his memberships include the Detroit Club, the Country Club, the Detroit Automobile Club, the St. Clair Fishing & Shooting Club, the Pointe Au Barques Association, the Michigan Chapter, Sons of the American Revolution, and the Detroit Board of Commerce. He is also a member of the celebrated Lamb's Club of New York city and he includes among his friends and acquaintances the celebrities of the musical and theatrical professions of both America and Europe.

Mr. Remick has demonstrated in the development of the great enterprise of which, since its establishment, he has been the controlling spirit, an undeniable right to the title of captain of industry, and has displayed proofs of the possession of creative and administrative ability of the highest type. He is a progressive, industrious and democratic American, a loyal and public-spirited citizen, and holds a secure place in the esteem and confidence of the community. He has contributed in large measure to the material advancement of the city in whose still greater commercial and civic prestige he is a firm believer.

Mr. Remick married on the 25th of June, 1895, Miss Adelaide Fenton McCreery, daughter of Hon. William B. McCreery, of Flint,

Michigan. They are the parents of two children,—Katherine, born April 3, 1897, and Jerome Hosmer Remick, Jr., born December 24, 1903.

JOHN PRIDGEON.

The late John Pridgeon was long and prominently identified with navigation interests on the Great Lakes and was one of those sterling citizens and progressive business men to whom Detroit has owed much in both material and civic lines.

Mr. Pridgeon was descended from a long line of sturdy English ancestors and was himself born in Lincolnshire, England, the year of his nativity having been 1829. When he was a child his parents immigrated to America and first settled in Detroit, whence they eventually removed to the province of Ontario, where they passed the remainder of their lives, the father having been a farmer by vocation. They became the parents of a large family of children, all of whom are now deceased with the exception of one daughter.

The subject of this sketch secured his rudimentary education in his native land, having been twelve years of age at the time of the family removal to America, where he continued to attend school for some time. He initiated his independent career by securing employment on one of the boats plying the Great Lakes, and later went to sea as a sailor on the sloop of war "Albany," in service during the Mexican war. He was on this vessel at the time of and took part in the capture of the city of Vera Cruz, Mexico. He continued in the government service for a period of three years and then received an honorable discharge. He then returned to Detroit and resumed his connection with navigation on the lakes, in which service he rose to the position of captain. Finally he purchased a small side-wheel steamer, with which he engaged in transporting sand from Fort Wayne to the city. This little vessel was named the "United," and on the same he and his family made their home. Later on Mr. Pridgeon ex-

tended his scope of operations by purchasing the propeller "Napoleon," which was a tug and lighter, and thereafter he bought other tug boats, including the "Canadian," the "John P Ward," the "Hamilton Morton," and the "John Martin." His tugs were the first to pass through from lake to lake and by enterprise and discriminating management he developed in time a large and prosperous business, becoming one of the leading operators in his line from the port of Detroit and being known throughout the marine circles of the entire lake system. In 1865 Captain Pridgeon purchased from Captain E. B. Ward the controlling interest in the Grand Trunk line of boats, operated in connection with the Grand Trunk Railroad, and which ran between Port Huron and Chicago. When this connection was abandoned he placed in operation a line of "wild" boats, doing business all along the river and Lakes Erie, Huron and Superior. He continued in this line of enterprise until about 1889, when he retired, passing the remainder of his life in Detroit, where he died December 6, 1894. He was a man of sturdy integrity and held the respect and confidence of all who knew him. He accumulated a fortune through worthy means, and no blot rests upon his record as a citizen or business man. He took a loyal interest in all that pertained to the welfare of his home city, and while never a seeker of public office he served for a number of years as a member of the board of water commissioners. His political adherence was with the Republican party. He became the owner of a large amount of valuable realty in Detroit and was a stockholder in numerous important industrial concerns.

As a young man Captain Pridgeon was united in marriage to Miss Emma Nicholson, who, like himself, was born in England, whence she came with her parents to America when she was a child, having been reared and educated in Detroit. She is still living. Captain and Mrs. Pridgeon became the parents of two children,—John, Jr., of whom individual mention is made in this work, and Maria, who

is the wife of Harry Milward of Detroit. They have one child living, Francis, and one son deceased.

SIGMUND ROTHSCHILD.

Everywhere in our land are found men who have worked their own way from humble beginnings to leadership in the commerce, the great productive industries, the management of financial affairs, and the controlling of the veins and arteries of the traffic and exchanges of the country. It is one of the glories of our nation that this is so. It should be the strong incentive to the youth of the country that such results are possible of accomplishment.

Prominent among the self-made men who have honored Michigan through their labors and worthy lives is the subject of this brief memoir, whose sudden death occurred in the apartments of his son Harry, in the Hotel Savoy, New York city, on the 15th of July, 1907. His had been a busy and eventful career, and he was the founder and last of the first-generation members of the great Detroit leaf-tobacco house of Rothschild & Brother. Shortly before his death he had returned from a sojourn of five months at Amsterdam, Holland, one of the great tobacco marts of the European continent and one in which his concern had a branch establishment. While making an automobile trip in New York he was attacked with an acute disease of the heart and forthwith consulted a physician. The next morning his son found him lying dead in his bed,—a summary and deeply lamented termination of a life of signal usefulness and honor. He was one of the most substantial capitalists of Detroit at the time of his demise and left a record of splendid business enterprise in two continents, though he prided himself, as well he might, on being essentially and emphatically an American citizen. He, indeed, stood as a stalwart type of what our republic recognizes as the best and most prolific in citizenship, and his loyalty to the land of his adoption was ever of the most insistent and inviolable order.

Mr. Rothschild was born near the historic

old city of Frankfort-on-the-Main, Germany, likewise the home of the famous European family of the same name, as well as of the loved poet, Goethe. He was born in 1838, and thus he had attained to the psalmist's span of three score years and ten at the time when he was called from the scene of earthly endeavors.

Concerning the career of Mr. Rothschild the following estimate appeared at the time of his death in one of the Detroit daily papers: "In early life he was apprenticed to the dry-goods trade, and traveled as a salesman for one year. In 1854 he emigrated to New York, where he spent a year in learning the trade of cigar-making. Before the close of the same year which marked his arrival in the New World he came to Detroit, where he soon assumed charge of the cigar stand in the old National hotel, later the Russell House. Within a short time he gave evidence of his self-reliance and initiative power by establishing the wholesale tobacco house, taking his brother Feist as partner. In 1865 the two were joined by a third brother, Kaufman S., who died in 1905. The death of Feist Rothschild took place in 1890.

"Sigmund Rothschild attended especially to the foreign business of the concern, which established a house in Amsterdam and another in Havana, Cuba. He was a man of keen insight and had a judgment of future developments that was almost prophetic. He was a splendid organizer, and when occasion demanded was a fighter feared by his opponents. He established a wide business acquaintance in England, Holland, Germany, and Cuba, and was one of the largest and most daring buyers of leaf tobacco in the world. In this branch of the business he conceived the system of buying tobacco directly from the farmers in Cuba. Several times he stayed in the field when other dealers had been driven out by yellow fever, and proved a benefactor to the farmers who had their products piled up and spoiling.

"He was a tireless traveler, as much at home on the train or steamer as in his own home.

He was broad-minded in his business relations and was generous to worthy charities. He was a member and former officer of Temple Beth El, Detroit. His home was at 37 Montcalm street east, and the same has long been known as a center of gracious hospitality."

Mr. Rothschild's connection with affairs immediately attendant upon the historic explosion of the battle-ship "Maine" should not be permitted to pass unnoticed in this all too brief tribute to his memory, for at the time he showed in a most significant way how strong was his humanitarian spirit, charity and sympathy. Early in 1898 he went to Cuba to protect as far as possible his plantation interests against the event of any possible war. Weiler, the notorious Spanish officer, had issued orders to the effect that no cameras were to be taken on to the island, but with characteristic daring Mr. Rothschild had carried one along. He arrived in the port of Havana on the night of the 15th of February and was sitting on the deck of his steamer looking at the battle-ship "Maine," and viewing with gratification the Stars and Stripes of his home land, when there occurred the great explosion whose result was the ultimate wiping off of Spanish power on the western hemisphere. Mr. Rothschild was one of the first citizens of the United States to render aid to the injured men of the lost ship, working arduously all night in attending those who were brought to the vessel on which he was a passenger, supplying funds to secure necessary facilities and comforts for the unfortunate men and even donating his own extra clothing to meet the requirements of the case. In the morning he secured the first photographs taken of the wreck, and later he received letters of thanks from many of the naval officers and other officials who wished to manifest their appreciation of his benefactions and tender and sympathetic ministrations. In his photographs he was able to bring home priceless mementoes of the wreck.

Mr. Rothschild was essentially a business

man, and his strong character was moulded in the school of experience and broad association with business affairs. The concern of which he was the founder and which is still continued under the control of the family, is one of the largest in the country and therefore one of Detroit's valued industries. He was a man of alert and powerful mentality, and his personality was one which gained and retained to him inviolable confidence and esteem. His local interests were not hedged in by his purely personal affairs, business or social, and he was ever ready to lend his aid and influence in the promotion of enterprises or undertakings projected for the general good of the community. He was conspicuously identified with the organization and upbuilding of the Detroit Board of Commerce, in which he was one of the original officers, and he gave no little time and energy to this body, which has done much in advancing the greater industrial Detroit. His political support was given to the Republican party and he ever showed a deep interest in all that touched the well being of the city in which it was his to gain so noteworthy a success through his own efforts. He had various capitalistic interests of importance in addition to those represented in his tobacco business. He controlled valuable mining properties in the Klondike, was a stockholder in various corporations, including financial institutions, and in the '70s he was concerned with the development of Michigan pine lands, having been prominently identified with the lumbering industry for a number of years. He was a strong man, a worthy citizen, and he filled a large and secure place in the business world.

In 1860 was solemnized the marriage of Mr. Rothschild to Miss Bertha Leser, who survives him, as do also their three sons,—Frederick, who has charge of his father's mining interests in the Klondike; Louis, who is actively identified with the management of the Detroit tobacco house of which his father was the founder; and Harry S., who represents the concern in New York city.

HENRY HARRISON SWAN.

Among those who have lent dignity and distinction to the bench and bar of the commonwealth of Michigan is Judge Swan, who is now presiding on the bench of the United States district court for the eastern district of Michigan,—an office of which he has been incumbent for more than seventeen years.

Judge Swan is a native of Detroit, where he has was born October 2, 1840, and is a representative of one of the old and honored families of this city. He is a son of Joseph G. and Mary C. (Ling) Swan, the former of whom settled in Detroit in 1835, prior to the admission of the state to the Union. Joseph G. Swan was born in Onondaga county, New York, in 1808, and was a machinist by trade. He continued to reside in Detroit until his death, which occurred in 1873. He was of Scotch-Irish descent and was a son of Nathan D. Swan, who was born in New Hampshire, and who was one of the pioneer settlers of Onondaga county, New York. Nathan D. Swan was a valiant soldier in the war of 1812, as was also one of his brothers; the latter lost his life while in the service, having been drowned in Lake Champlin while on an expedition for the government. Nathan D. Swan developed a good farm in Onondaga county, which continued to be his home for many years. The last years of his life were spent in Detroit, where he died at his son's home.

Mary C. (Ling) Swan, mother of Judge Swan, was born in Germany, and was a child at the time of her parents' immigration to America. She died in Detroit on the 12th of April, 1900, at the venerable age of eighty-two years, being one of the revered pioneer women of the city. Joseph G. and Mary C. Swan became the parents of six sons and one daughter, and of the number only two are living,—Henry H., the subject of this review, and Charles F., also a resident of Detroit.

Judge Henry H. Swan secured his early educational training in the public schools of Detroit and in a well known private school

conducted in this city at that time by S. L. Campbell and Dr. C. F. Soldan; this school was conducted in a building located on the site of the present city hall. In 1858 Judge Swan matriculated in the University of Michigan, where he continued his studies for three years, and became a member of the Delta Psi fraternity. In 1861 he left the university and went to California, where he was associated with an uncle in steamboating operations on the San Joaquin and Sacramento rivers for a period of about five years. In the meanwhile he there prosecuted the study of law, under effective preceptorship, and in 1867 he was admitted to the bar of California. In the latter part of that year Judge Swan returned to Detroit, where he entered the law offices of the well known firm of D. B. & H. M. Duffield, and in October, 1867, he was admitted to the bar of the supreme court of his native state.

On the 15th of April, 1870, Judge Swan was appointed assistant United States district attorney, in which office he served seven years. At the expiration of this interval, in 1877, he formed a professional alliance with the late A. B. Maynard, and the firm of Maynard & Swan soon controlled a large and important business, especially in admiralty practice. This association continued until January, 1891, on the 13th of which month Judge Swan was appointed judge of the United States District Court for the Eastern District of Michigan, assuming the duties of the office January 26th. He has made a most admirable record on the bench, as had he also in the practice of his profession, in which he was identified with much important litigation. Since 1893 he has been a member of the faculty of the law department of the University of Michigan, where he delivers regular class lectures on admiralty law, and in 1902 the university conferred upon him the degree of Doctor of Laws,—a most fitting recognition of his ability as a legist and jurist. In politics the Judge is known as a stalwart advocate of the principles and policies of the Republican party. He is a valued member of the First Presbyterian church of Detroit,

in which he is an elder, taking a deep interest in all departments of church work.

On the 30th of April, 1873, was solemnized the marriage of Judge Swan to Miss Jennie E. Clark, daughter of Rev. William C. Clark, a clergyman of the Presbyterian church, who came from the state of Ohio. Judge and Mrs. Swan have two children—William M., who is engaged in the practice of law in Detroit, and Mary C.

FREDERICK B. SMITH.

An able exponent of the progressive spirit and strong initiative power that have caused Detroit to forge so rapidly forward as an industrial and commercial center, is Frederick B. Smith, who is a native son of the Michigan metropolis and who has here attained to a position of prominence and influence as a business man and as a loyal and public-spirited citizen. He is president and general manager of the Wolverine Manufacturing Company and also has other interests of important order.

In both the agnatic and maternal lines Mr. Smith is a scion of staunch old colonial stock, and he has reason to revert with pride and satisfaction to his genealogy. The record betokens strong and noble manhood in those who represented the respective lines in the formative period of our national history, and members of both families were found arrayed as patriot soldiers in the Continental line during the war of the Revolution, while in the earlier colonial wars the families were likewise represented. From New England have gone forth to divers sections of the Union many men and women who have well upheld the honors of the names which they bore and who have left progeny equally loyal and useful in connection with the duties and productive activities of life. Thus Mr. Smith can look back with satisfaction upon the record of worthy lives and worthy deeds in his ancestral line, and he is deeply appreciative of the record of achievement.

Frederick B. Smith was born in Detroit, on the 13th of December, 1863, and is a son of

Bradford and Lucia (Weston) Smith, both of whom are now deceased. His father was for many years a representative citizen and business man of Detroit, where he continued to reside until his death and where his name is held in lasting honor. A sketch of the life of Bradford Smith is given on other pages of this volume and offers a brief tribute to one whose life counted for good in all its relations. The subject of this sketch is indebted to the public schools of Detroit for his early educational discipline, which included a course in the high school, and he gave inception to his active career in connection with the practical affairs of life by securing a clerkship in the accounting department of the Michigan Central Railroad. In this connection he continued to be employed until he had attained to his legal majority. He thereafter passed one year in the employ of a local furniture company, and in 1887, when but twenty-four years of age, he effected the organization of the Wolverine Manufacturing Company, which was incorporated with a capital of ten thousand dollars. The enterprise at the start was one of modest order, and employment was given to a force of only twelve men. Aggressive policies, careful management and clear and positive executive control caused the business to expand rapidly and in a normal and legitimate way. Its history has been one of continuous success, and the splendid industry now holds precedence as the most extensive of its kind in the United States, while its factory is the largest of the specific type in the entire world. The establishment is given over specially to the manufacturing of parlor and library tables of high grade, and other specialties in the furniture line are also turned out. The trade of the concern extends into the most diverse sections of the Union and its reputation is in every respect unassailable. The modern and finely equipped plant of the company is located at the corner of Twelfth street and Stanley avenue and in juxtaposition to the tracks of the Grand Trunk Railway, so that its shipping facilities are of the best. Employ-



Frederick B. Smith

ment is now given to an average force of six hundred persons, the majority of whom are skilled artisans, and the operations are based on a capital stock of six hundred thousand dollars. The value of the output for the first year was thirty thousand dollars, and the average annual output is now fully one million dollars in value,—a splendid record for an interval of twenty years. The officers of the company are as here noted: Frederick B. Smith, president and general manager; Joseph W. Smith, vice-president and sales manager; and William P. Harris, secretary and treasurer.

In politics Mr. Smith accords allegiance to the Republican party, in whose cause he has in many ways rendered effective service, taking a lively interest in public affairs of a local order and being essentially progressive and appreciative as a citizen. He served from 1894 to 1898 as a member of the city board of estimates, and in 1903 he was chairman of the Michigan commission of the Louisiana Purchase Exposition, at St. Louis. He is a valued and appreciative member of the Detroit Board of Commerce and has been an enthusiastic worker in this representative organization of Detroit business men. He was president of the Chamber of Commerce at the time of its consolidation with the Board of Commerce, and was a member also of the reorganization committee, besides becoming a charter member of the present Board of Commerce, on whose first board of directors he was a representative. During his regime as president of the old Chamber of Commerce he was the prime factor in connection with the movement to effect the separation of grade crossings of railroads and streets within the city limits. Apropos of his efforts in this connection a conference was held at the office of the Michigan Central Railroad on May 2, 1903, at which were present Mr. Smith, as president and representative of the Detroit Chamber of Commerce; George Hargreaves, vice-president of the American Car & Foundry Company; Messrs. Jerome and Atkinson, representing the

committee on grade separations of the common council; and Henry B. Ledyard, for the Michigan Central. A proposition was submitted by Messrs. Atkinson and Jerome in regard to the separation of grades between Milwaukee Junction and West Detroit, and a schedule of grades for various streets and avenues was submitted. It was also agreed by the common council committee on grade separations that the elevation of tracks of the railroads at these designated crossings should carry with it the construction of a highway bridge over the tracks of the interested companies on the line of Junction avenue: the division of the cost of the same to be placed on the same basis as that which obtains with the separation of grades, viz., the city to pay for the damages to abutting property owners and to furnish the right of way for such overhead bridge, and the railroad companies to construct the same; the city to maintain thereafter the planking or roadway. The memoranda thus presented at this conference bore the signatures of Frederick B. Smith, George Hargreaves, Edwin Jerome, Edmund Atkinson and H. B. Ledyard. Mr. Smith has much civic loyalty and takes an abiding interest in all that tends to conserve the advancement and prosperity of his native city. Mr. Smith holds membership in the Mayflower Society and other colonial organizations, is affiliated with the Masonic fraternity, including Detroit Commandery, No. 1, Knights Templars, and the Ancient Arabic Order of the Nobles of the Mystic Shrine, and he holds membership in the Detroit Club, the Country Club, the Old Club (Lake St. Clair Fishing & Shooting Club), and the famous Lambs' Club of New York city. He and his wife are members of the Presbyterian church.

On the 11th of November, 1886, was solemnized the marriage of Mr. Smith to Miss Nanette Sackrider, a daughter of Dr. Charles L. Sackrider, of Mason, Michigan, and they have three sons, namely: Charles S., Frederick B., Jr., and Robert W.

MICHAEL J. MURPHY.

At no period in its history has Detroit made so rapid and substantial advancement in a purely industrial and material way as in the last two decades, and among those who have largely aided in conserving and augmenting the commercial prestige of the city stands the subject of this sketch, who is president of the Murphy Chair Company, one of the extensive and substantial manufacturing concerns of the state, and who is also president of the Security Trust Company, of Detroit, of which he was one of the founders. He is distinctively one of the substantial capitalists and representative business men of the Michigan metropolis, and is progressive and public-spirited in his attitude at all times.

Mr. Murphy was born at Sarnia, province of Ontario, Canada, on the 22d of February, 1851, and comes of staunch old Irish lineage. He is a son of James and Catherine (Casey) Murphy, both of whom were born in county Limerick, Ireland. At an early age James Murphy immigrated to America. He located in Canada, where he remained for varying intervals for several years, passing the remainder of the time in the United States, where he became a naturalized citizen and exercised his elective franchise in support of General Jackson when that great patriot became a candidate for the presidency of the nation. He was engaged in farming until 1844, when he removed to Iowa county, Wisconsin, where he continued to reside until 1849, when he returned to Canada, locating near the village of Sarnia, where he continued in agricultural pursuits and where he passed the residue of his life,—a man of alert mentality and inviolable integrity. He died in 1900, at a venerable age, and his cherished and devoted wife did not long survive him, her death occurring in 1903. Both were devout communicants of the Catholic church, in whose faith they were reared. They are survived by two sons and three daughters, the latter of whom remain residents of Canada. The second son, James F., is now a resident of Detroit.

Michael J. Murphy, the immediate subject of this review, was reared in Sarnia, where he had the advantages of the public schools, including the high school, and in 1868 he became a student in the Goldsmith Business College, in Detroit, where he completed a thorough course and was graduated in the same year. For one year thereafter he was a teacher in this institution. Somewhat later he secured employment as a bookkeeper in the establishment of C. H. Dunks, manufacturer of bed springs, in Detroit, and later he assumed a similar position in the office of the Second National Bank, of Detroit, where he was employed for one year.

In 1872 Mr. Murphy purchased the business of his former employer, Mr. Dunks, whose factory was at this time located on Griswold street. Mr. Murphy infused new life into the enterprise, which was still represented in the manufacturing of bed springs, and increasing business finally necessitated the securing of larger quarters. The first removal was to 32 Woodward avenue, where the business was continued until 1878, when Mr. Murphy leased the property of the Detroit Chair Company, which was founded by J. M. Wright, of Otsego, New York. The quarters thus secured by Mr. Murphy were located at the corner of Fourth and Porter streets, where he added the manufacture of chairs to his business. Thus was formed the nucleus of the splendid enterprise of which he is now the head. The manufacturing of chairs was finally made the exclusive business of the concern, and in 1885 the continued expansion of the business made a third removal necessary. In making this change of location Mr. Murphy and his coadjutors purchased fourteen acres of land near Russell street, this being the site of the present finely equipped and extensive plant, which has a floor space of ten acres. The buildings are substantial brick structures and are four stories in height. Here employment is now given to a corps of workmen averaging in number from seven hundred to nine hundred, mostly skilled labor, and

the output of the factory is an average of three thousand chairs a day. The products include almost every variety and grade of chairs.

In 1884 the business was incorporated under the title of M. J. Murphy & Company, with a capital stock of seventy-five thousand dollars, and Mr. Murphy became the first president and treasurer of the new corporation, whose upbuilding was due almost entirely to his well directed efforts. In 1899 the business was incorporated again, under the name of the Murphy Chair Company, which still obtains. The company is capitalized for five hundred thousand dollars and Mr. Murphy remains its president, giving the major portion of his time and attention to its affairs. The company has a large surplus fund, and the plant is one of the three largest in the United States, while its products are sold in the most diverse sections of the Union.

As has already been noted, Mr. Murphy is president of the Security Trust Company, one of the large and substantial financial concerns of the city, and he is a member of the directorate of both the First National Bank and the People's State Bank. He was a charter member of the Detroit Board of Commerce and had the distinction of being its first president, in 1904, having also been chairman of the board of organization of this body, which has done much to promote the welfare and advancement of Detroit. He is a Republican in his political proclivities, is a communicant of the Catholic church, and is identified with the Detroit Club and the Country Club.

In 1877 was solemnized the marriage of Mr. Murphy to Miss Eliza Gleeson, who was born in London, Ontario, Canada, a daughter of Timothy Gleeson, who was a resident of Sarnia, Ontario, at the time of his daughter's marriage. Mr. and Mrs. Murphy have four sons and three daughters.

ELIHU M. PECK.

The late Captain Elihu Monroe Peck was long and prominently identified with naviga-

tion and transportation interests on the Great Lakes, and his prominent connection with marine affairs in Detroit, not less than his high standing as a citizen and business man, well entitles him to a place of honor in this publication. For many years prior to his death he was president of the Northwestern Transportation Company, of this city, a description of which will be found in this work.

Captain Peck was born at Butternuts, Oneida county, New York, on the 8th of September, 1822, and in the old Empire state he was reared and educated. There also he early became concerned with lake marine interests, initiating his connection with the same by learning the trade of ship carpenter, to which he devoted his attention, more or less directly, for a long term of years, having become a specially skillful artisan in the line. He finally removed from his native state to Cleveland, Ohio, where he became prominent and successful as a designer and builder of lake vessels. He designed and constructed more than one hundred sailing and steam vessels which are still in commission on the Great Lakes, and few men were better known in marine circles.

In 1870 Captain Peck became interested in the Northwestern Transportation Company, of Detroit, and of his connection with the same, of which he was president at the time of his death, adequate data is given in the sketch pertaining to the company and further information also may be found in the review of the career of Lewis C. Waldo, the present secretary, treasurer and general manager of the company. Captain Peck was the first to operate boats in the towing of ore vessels from Lake Superior ports, initiating operations in this line as early as 1870. He made for himself a large place in the province of lake navigation, attained to distinctive success in his various enterprises, and was a man who ever commanded unequivocal confidence and esteem. He became a resident of Detroit in 1880, and this city thereafter continued to be his home until his death, which occurred on the 8th of May, 1896. His remains were taken to his old

home in Cleveland, Ohio, and were interred in beautiful Lakeview cemetery.

Captain Peck was not only a man of affairs—a power in his chosen field of endeavor—but he was also a loyal and public-spirited citizen and broad-gauged business man. He made his life count for good in its various relations and no shadow rests on any portion of his record as a man or citizen. In politics he was a supporter of the cause of the Republican party, and he was identified with various civic and fraternal organizations.

In 1845 was solemnized the marriage of Captain Peck to Miss Susan E. Rogers, of Bedford, Ohio, who survived him by four years. Of their two children, Egbert M. died at the age of eighteen years, and Hattie at the age of four years.

FREDERICK C. STOEPEL.

Numbered among the veritable captains of industry in the city of Detroit, where he has varied and important capitalistic interests, is Mr. Stoepel, who is president of the leading wholesale dry-goods house of Burnham, Stoepel & Company and who has risen to distinctive prominence and influence in the city which has represented his home from his boyhood days.

Mr. Stoepel was born in Heldrungen, Saxony, Germany, on the 3d of June, 1846, and is a son of William and Katherine (Koehler) Stoepel, who came to America in 1851, first settling in Milwaukee, Wisconsin, whence they removed to Detroit in the following year. The father was a cabinetmaker by trade and he followed the same as a vocation for a number of years after locating in Detroit, which city continued to be his home until his death, in 1894: his wife passed to the life eternal in 1898, both having been numbered among the honored pioneer citizens of Detroit at the time of their death. They became the parents of three sons and one daughter, all of whom are living.

Frederick C. Stoepel was about six years of age at the time of the family removal to

Detroit, to whose public schools he is indebted for his early educational discipline, which, though limited, proved adequate basis upon which to build up the fine superstructure of culture and intellectuality which now indicate the man, denoting how well he has profited from the lessons gained under the direction of the wisest of all head-masters, Experience. At the early age of thirteen years Mr. Stoepel secured employment as parcel boy in the employ of Campbell, Linn & Company, then one of the leading dry-goods houses in the city. He remained with this firm for eleven years, within which period he manifested his ambition and self-reliance in no uncertain way, the while making himself familiar with all possible details of the business. From 1872 to 1875 he was an employe of the wholesale dry-goods house of Allan Shelden & Company, and in the latter year, in company with James K. Burnham and Albert H. Munger, he organized the firm of J. K. Burnham & Company, wholesale dealers in dry goods. Twelve years later the interested principals in this concern purchased the stock and business of the wholesale dry-goods house of Tootle, Hanna & Company, of Kansas City, Missouri, in which city the firm of Burnham, Hanna, Munger & Company was then founded, Mr. Stoepel being a general partner in this new concern and thus continuing to the present time. In the same year the title of the Detroit firm was changed to Burnham, Stoepel & Company. At this time Joseph J. Crowley and James Wilson were admitted to partnership.

In 1902 Mr. Crowley retired from the firm, and on the 1st of January of that year the business was incorporated, by the forming of a stock company whose operations were based on a capital stock of one million dollars, with official corps as follows: Frederick C. Stoepel, president and treasurer; James Wilson, vice-president; and George A. Corwin, secretary. In addition to these officials the other members of the directorate of the company are: William B. Campbell and Albert H.

Munger. The business of the concern for the first year amounted to two hundred and fifty-six thousand dollars, and the magnificent growth of the enterprise may be measurably appreciated when it is stated that the annual business of the lineal successor, Burnham, Stoepel & Company, in 1906, aggregated four and one-half million dollars. The trade of the company extends throughout Michigan and into Indiana and northern Ohio, and the house is represented by an average corps of about fifty traveling salesmen. Mr. Stoepel is a director of the Old Detroit National Bank, was the founder of the National Cutlery Company, and has other extensive and important capitalistic interests. He is a member of the Wayne county jury commission and is known and honored as one of Detroit's representative citizens and business men.

In his political allegiance Mr. Stoepel is arrayed as a staunch supporter of the principles and policies of the Republican party, and both he and his wife are zealous members of the First Congregational church, of whose board of trustees he has been a member for twenty years, while for three years he served as president of the board. He holds membership in the Detroit Club and the Detroit Country Club, besides being identified with other social and fraternal organizations.

On the 13th of July, 1881, Mr. Stoepel was united in marriage to Miss Anna R. Sutton, a daughter of Nehemiah M. Sutton, of Tecumseh, Michigan, and they have two sons—Frederick S. and Ralph N.

BYRON WHITAKER.

The honored subject of this memoir was long and prominently identified with marine interests in Detroit and was a citizen and business man of prominence, commanding the confidence and esteem of those with whom he was brought in contact in the various relations of life. He came to Detroit at a sufficiently early date to entitle him to enrollment as one of the city's pioneers.

Mr. Whitaker was born on a farm at Hamburg, near the city of Buffalo, New York, on the 10th of February, 1831, and died at his home in Detroit on the 12th of May, 1907. He was a son of Alanson and Betsey Whitaker and was a child at the time of his father's death. His mother subsequently became the wife of Usual Sheppard and she continued to reside in the state of New York until her death. Byron Whitaker was reared to the sturdy discipline of the farm and received such educational advantages as were offered in the common schools of the locality and period. He remained in the old Empire state until 1848, when, at the age of eighteen years, he came to Detroit, which was then but a small city, though one of no inconsiderable commercial importance in a relative way. Soon after his arrival he became a member of the firm of Whitaker & Robb, dealers in ice, and his partner died soon afterward, at the time of the cholera scourge, to which he fell a victim. Mr. Whitaker continued in the ice business for some time and from the initiation of his independent career showed himself in all things straightforward, honorable and reliable. From 1855 to 1858 he was engaged in operating a tug on the Detroit river, and from this beginning he developed his ultimately extended interests in connection with the lake-marine transportation business. He also became associated with T. J. Hulbert in the ice and boat business, under the title of Hulbert & Whitaker, and this firm continued operations until after the close of the civil war. Mr. Whitaker then purchased the brig "Concord" and the schooners "Courtland" and "Live Yankee," which he placed in commission in connection with the freighting business on the lake system, eventually becoming the owner of a fleet of twelve vessels, both steam and sailing, and building up a remunerative business. Several years prior to his death he sold his various business interests to his son Charles, who had long been associated with him, retaining only the vessel which bore his name, and of which mention will be made in this article. He was

also successful as a ship broker and lumber dealer, and from 1872 until 1890 he found further demands upon his time and attention through his having built up a large fire and marine insurance business, in which connection he had a large clientage of a representative character. In this enterprise, as well as that connected with his navigation interests, his son Charles was his able coadjutor, eventually becoming his successor. Within about nine hours after the death of Captain Whitaker, as he was commonly known in Detroit, the steamer which had for seventeen years borne his name over all the lake system and which was the only one of which he retained possession, sank in the Detroit river, between Amherstburg and Bois Blanc island. Though this was the result of a collision, the coincidence of the loss was one that caused much comment in Detroit and general marine circles in which Captain Whitaker had been known. It is worthy of note that in the sinking of the vessel no lives were lost.

In the year 1851 Captain Whitaker was united in marriage to Miss Felia Moore, a daughter of William S. Moore, who was a millwright by trade and who also did a successful market-gardening business in Detroit for a number of years. Mrs. Whitaker was summoned to the life eternal in 1892, and is survived by four children: Charles W., who is a member of the firm of Whitaker Brothers & Penny, leading insurance agents of Detroit, where he also still has large marine interests; Carrie, who is the wife of Albert W. Allen, of Detroit; Ida, who is the wife of George D. Mason, of this city; and William H., who is now manager of the magnificent Hotel Netherlands, in New York city. In 1898 Captain Whitaker contracted a second marriage, being then united to Mrs. Anna S. Page, who survives him and still resides in Detroit.

The subject of this brief memoir was a man of impregnable integrity, sound judgment and liberal views, and his name merits an enduring place on the roll of those who have contributed to the upbuilding of the fair "City

of the Straits." He was a Republican in politics and was identified with a number of social and business organizations in the city which so long represented his home.

HENRY M. STARKEY.

No small place was that filled by the late Henry M. Starkey in the civic and business life of Detroit, where he was known and honored as a man of distinctive ability and of impregnable integrity. He held various offices of public trust and ever maintained a high appreciation of his stewardship. It was his to render valiant service as a soldier in the Mexican war, and he also bore arms in defense of the Union in the civil war. It is most consonant that in this publication be entered a brief tribute to his memory.

A son of Dr. Lewis F. Starkey, of whom individual mention is made in this work, Henry M. Starkey was born at Binghamton, New York, May 11, 1828. In 1836, when he was eight years of age, his parents removed to Michigan and located in Detroit, where his father was engaged in the practice of medicine until 1842, when he removed to Kalamazoo, where he passed the remainder of his life. The subject of this sketch secured his rudimentary education in the common schools of his native state, and after coming to Michigan attended school in Detroit and Kalamazoo and also took a partial preparatory course in the University of Michigan. He withdrew from this institution to enter the office of the Kalamazoo Gazette, in which he mastered the printer's trade, with which he was identified, more or less directly, for a number of years, having the typical loyalty of the true craftsman for the "art preservative of all arts."

At the outbreak of the war with Mexico Mr. Starkey enlisted in a company of mounted riflemen, in the regular army of the United States, and he participated in the numerous battles and minor engagements in which his command was involved, continuing in the service until peace was declared.

At the close of the war Mr. Starkey came to Detroit and secured employment in the office of the Free Press, which was then conducted by that eccentric genius, the late Wilbur F. Story, who later founded the Chicago Times. While an employe of the Free Press Mr. Starkey organized the Detroit Typographical Union, No. 18, the first in the state, and in 1854 he represented this local body at the national convention of the union in the city of Buffalo. He continued with the Free Press until the establishment of the first recorder's court in Detroit, when he was honored with appointment to the position of clerk of the same, being thus the first incumbent of this office. To the duties of this position he was giving his attention at the time when the dark cloud of civil war spread its grewsome pall over the national horizon, and his instinctive and insistent loyalty forthwith prompted him to once more go forth in the military service of his country.

Mr. Starkey enlisted in Company H, Fifth Michigan Cavalry, in which he was made first lieutenant upon the formal organization of his company. He proceeded to the front with his command, whose history is one of exceptional gallantry, and continued with the regiment, taking part in all its engagements, until the battle of Gettysburg, where he was so severely injured by a fall from his horse as to incapacitate him for farther field service. He accordingly resigned his commission, and received his honorable discharge.

After the close of his service in defense of the Union Mr. Starkey returned to Detroit, and soon afterward, as candidate on the Democratic ticket, he was elected to the office of city clerk. Later he was appointed secretary of the board of water commissioners, and he remained in tenure of this office during the residue of his life, his death occurring on the 28th of October, 1888. Mr. Starkey continued his allegiance to the Democratic party throughout his life and was an able advocate of its principles. His religious faith was that of the Protestant Episcopal church and he was a

valued and honored comrade in both the Grand Army of the Republic and the Military Order of the Loyal Legion of the United States.

At the time of the death of Mr. Starkey, General Henry M. Duffield, of Detroit, gave a most appreciative estimate of his life and character and closed with the following beautiful sentiments: "Henry Starkey was honest in every relation of life. He was honest in every conviction of principle or of duty. His soul was true and noble,—small thoughts or selfish meanness found no shelter in it." The brave soldier, the sterling citizen, the honorable, upright man, Mr. Starkey made his life count for good in all its relations, and his memory is properly honored in a work of the province assigned to the one at hand.

ALEXANDER H. SIBLEY.

Bearing the full patronymic of his honored father, who was a son of Solomon Sibley, one of the early pioneers and influential citizens of Michigan and Detroit, the subject of this ber of the bar of the state with whose history sketch to-day stands as a representative mem—the family name has so long been identified, being prominent alike in professional, business and social affairs in the metropolis of the Wolverine state. Adequate data relative to the family history may be found in the sketch of the life of his uncle, the late Frederick B. Sibley, appearing in this compilation.

Alexander Hamilton Sibley, whose name initiates this article, was born in the city of New York, on the 4th of October, 1871, and is a son of Alexander Hamilton Sibley, Sr., and Marie Louise (Miller) Sibley, the former of whom was born and reared in Detroit, and the latter of whom was born in Monroe, Michigan. The respective families were here founded in the territorial days of the state. The father was one of the first to begin the practical development of copper and iron mines in the Lake Superior region, and was also one of the argonauts of the gold fields of California in the memorable years 1849 and 1850. Through inheritance and personal effort he

became seized of a large estate, and he was long known as a representative citizen of Detroit. His capitalistic interests were wide and varied and he occupied a large place in the civic and industrial circles of Detroit, where he continued to make his home until his death, which occurred on the 10th of July, 1877, in New York city. His wife is still living in Detroit.

When the subject of this review was about six years of age his parents returned to Detroit. His preliminary educational discipline was secured under the direction of private tutors, with whom he continued his studies until he was ten years of age. From 1881 until 1884 he was a student in foreign schools—principally in Germany; and in the latter year he returned to Detroit, where he completed his college preparatory course under the tutorship of Thomas H. Pitkin, a well known and exceptionally talented educator. In 1888 Mr. Sibley was matriculated in historic old Trinity College, at Hartford, Connecticut, in which he was graduated as a member of the class of 1892, receiving the degree of Bachelor of Arts. He then passed a year abroad, where he did effective post-graduate work of an academic nature, and in 1894 he entered the law school of Harvard University, in which he was graduated in the spring of 1897, with the degree of Bachelor of Laws. At the same time he was granted the degree of Master of Arts.

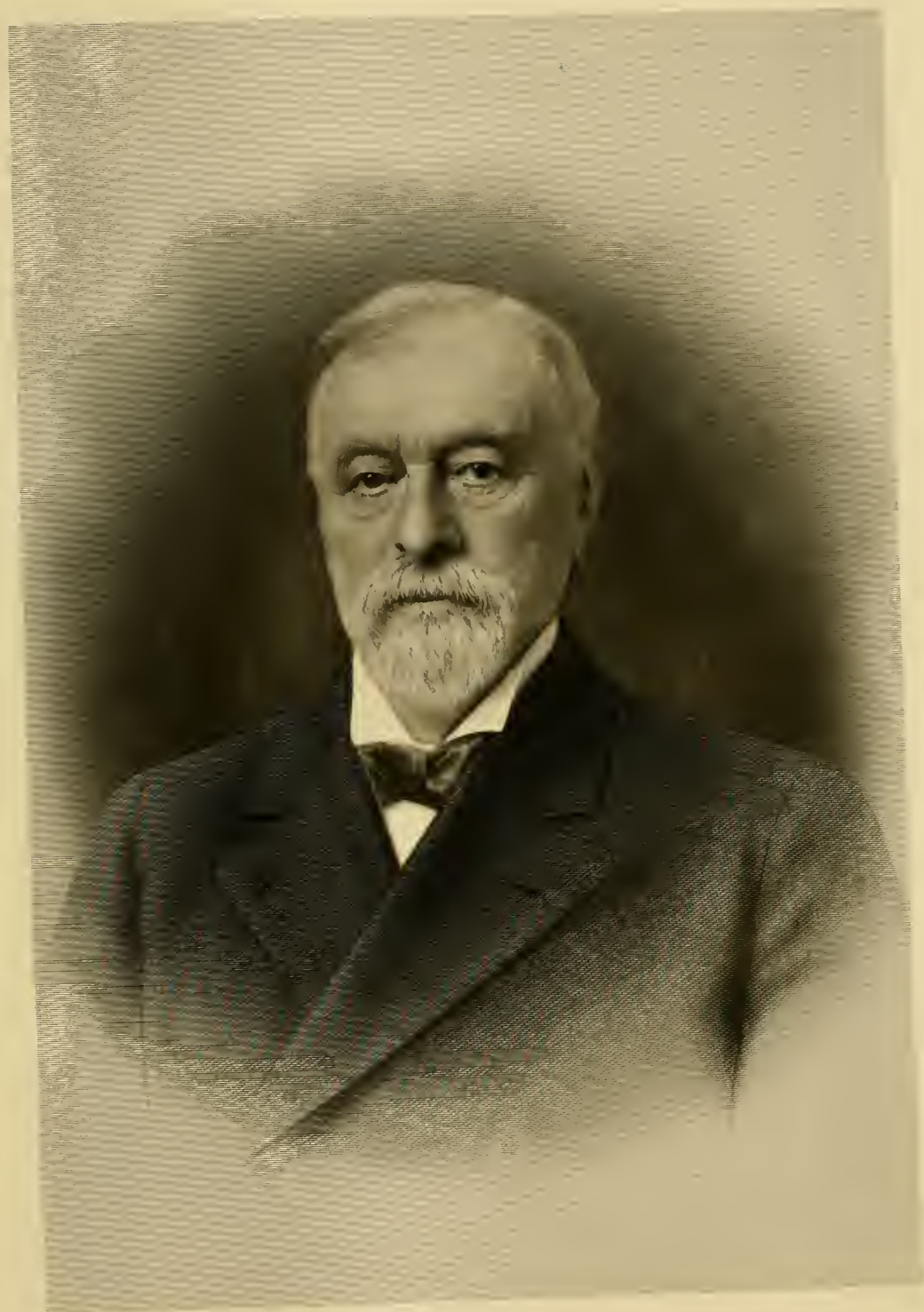
After his graduation Mr. Sibley returned to Detroit, where he became associated in practice with the well known law firm of Russel & Campbell, with which he remained until September, 1900, since which time he has conducted an individual professional business, having won indubitable prestige in his chosen profession. He is a valued member of the Michigan State Bar Association and also that of Detroit, and that of his alma mater, Harvard University. He is a director of the Wyandotte Savings Bank, a stockholder in the Detroit Savings Bank, president of the Sibley Machine Company, and is largely interested in mining enterprises in Michigan, Montana and British Columbia, developing gold, silver and copper

properties, as well as cobalt, of which last he figures as a pioneer developer. Mr. Sibley is identified with the Masonic fraternity, and also holds membership in the Detroit Country Club, the Detroit Boat Club, the St. Clair Shooting Club, and the Harmonie Society.

MICHAEL W. O'BRIEN.

In offering a resumé of the careers of those who have exerted a potent and beneficent influence in the directing of financial affairs in the city of Detroit and the state of Michigan, there is imperative consistency in according special recognition to Mr. O'Brien, who is vice-president and chairman of the board of directors of the People's State Bank, representing the consolidation of the People's Savings Bank and the State Savings Bank, of which former institution he was president at the time of the amalgamation of interests, in January, 1907.

Mr. O'Brien comes of staunch Irish ancestry and is himself a native of the fair Emerald Isle, having been born at Flynnfield, county Kerry, in September, 1834, and being a son of William O'Brien, who was a man of influence in his community, where he followed the vocation of farmer. The subject of this review secured his preliminary educational training under the direction of a private tutor employed in his own home, and supplemented this discipline by a course of study in an excellent academy at Killarney. In 1852, at the age of eighteen years, the young man severed the home ties and set forth to seek his fortunes in America. He proceeded to the state of Illinois, where his first employment was in connection with civil-engineering work on the Chicago & Rock Island Railroad. He later identified himself with the lumbering business in the city of Chicago, which then gave slight evidence of becoming a great metropolitan center, and there he became a member of the firm of Cone & O'Brien, which later was succeeded by Cone, O'Brien & Company, with the amplification of its business and the expan-



Mr. Binn

sion of its interests. Shortly after the close of the civil war Mr. O'Brien disposed of his business interests in Chicago and removed to Bay City, Michigan, where he continued in lumbering operations, with distinctive success. He finally took up his residence in Detroit, and here, in January, 1870, he became one of the prime factors in the organization of the People's Savings Bank, which was incorporated with a capital stock of thirty thousand dollars and of which he was elected cashier: the late Francis Palms was the first president of the institution, which was the second savings bank to be established in Detroit. Before the close of the first year, so marked had been the success of the venture, it was found expedient to increase the capital stock to sixty thousand dollars. The expansion of the business of the bank was substantial and rapid, and at the time of its consolidation with the State Savings Bank its capital stock was five hundred thousand dollars and its surplus fund five hundred thousand dollars. Upon the death of Mr. Palms, in 1886, Mr. O'Brien was elected to succeed him in the presidency of the institution, and his administrative policy, fortified by mature judgment and ample experience, caused the bank to forge to the front as one of the largest and most solid financial institutions in the state. His genial personality and authoritative knowledge of banking details have made him a dominating figure in local financial circles, and his impregnable integrity of purpose has gained and retained to him the confidence and esteem not only of Detroit's most influential bankers but also of the general public. He was one of the principal promoters of the Detroit Clearing House Association, in whose organization he took a prominent part. He was one of the promoters and the second president of the Michigan State Bankers' Association and has long been influential in its work and deliberations. He is one of the trustees of the Palms estate, one of the largest in Michigan; is president of the Michigan Fire & Marine Insurance Company, and treasurer since its organization of the Standard Life &

Accident Company. Mr. O'Brien was one of those instrumental in securing the introduction of natural gas in Detroit, and was treasurer and a director of the Detroit Natural Gas Company during the period of its existence, which terminated with the failure of the gas supply. He is treasurer of its successor, The Detroit City Gas Company. He has broad views in matters of public polity and is essentially loyal and public-spirited in his attitude. In politics he gives his allegiance to the Democratic party, and seems now to be a Mugwump, and he and his family are communicants of the Catholic church. For many years he has served as treasurer of the Detroit Association of Charities, and he takes a deep and active interest in the work and support of this noble institution. At the time of the national encampment of the Grand Army of the Republic in Detroit, in 1892, Mr. O'Brien was chosen custodian of the funds raised by the citizens to provide proper entertainment, and he was treasurer and a member of the executive committee of the Catholic congress held in Baltimore in 1889, and the Catholic Columbian congress, held at the world's fair in Chicago in 1893. On other pages of this work appears a review of the history of the People's Savings Bank, in connection with the sketch devoted to the People's State Bank, of which Mr. O'Brien is the vice-president and in whose administrative affairs he is one of the most potential and valued factors.

In the year 1874 was solemnized the marriage of Mr. O'Brien to Miss Martha F. Watson, daughter of the late James Watson, of Bay City, and they became the parents of three sons and one daughter. The eldest son, William J., enlisted for service at the time of the Spanish-American war and became a sergeant in the Torry Rough Riders. He died in the reserve camp at Jacksonville, Florida, from an attack of typhoid fever. Mrs. O'Brien was summoned to the life eternal on the 15th of June, 1894, and on the 20th of July, 1898, Mr. O'Brien was united in marriage to Miss Mary I. Flattery, who was born and reared in De-

troit and who is prominent in the social activities of her native city.

In concluding this sketch it is believed to be but a matter of considerate tribute and appreciation and one of historic interest, to enter the following extracts from an article published in the *Cyclopedia of Michigan* issued in 1900:

During the memorable currency famine and financial troubles of 1893, when so many banks throughout the country went to the wall, while the wave of intense excitement swept eastward from Chicago, and the most extravagant and unfounded rumors were freely circulated, the gravest apprehensions felt on every side, and runs started upon even the best institutions, the People's Savings Bank was the first one attacked in Detroit. Several banks of the same name having previously suspended in other cities, the rumors resulting from this similarity of name precipitated a run upon it from some of its more ignorant and thoughtless depositors, and this immediately extended to all of the other savings banks in the city. It was deemed fortunate that one of the strongest of their number, under able and experienced management, had to bear the brunt of the shock. The People's Savings Bank met it in such a manner that its example was followed by all the other savings banks until the excitement subsided and the business of all the banks, with the aid of the committees of the clearing house, became gradually restored to its normal condition, without a single bank failure. This was a time that tested to the utmost the skill and good judgment of bank officers, and it is a matter of pride to the city of Detroit to know that the head and the subordinate officers of this great bank were equal to the occasion; for their action, governed by the wisest and best judgment, averted what might easily have become a calamity of great magnitude, not only to Detroit but also to the entire state. The banks of Detroit, by great wisdom, united to uphold each other, and Mr. O'Brien was called upon, as chairman of the clearing house committee and as a member of the credit committee of the clearing house, to participate in the discussions and also in the decisions. Through the combined wisdom of these two committees of the Detroit clearing house every bank in Detroit was saved; not one went down,—and this at a time when a single mistake would have been fatal and have brought ruin to thousands.

FRED T. MORAN.

On other pages of this publication may be found a memoir dedicated to the late William B. Moran, elder brother of the subject of this sketch, and in the article mentioned is given an incidental review of the family history, on which score it is unnecessary to repeat the data in the present connection. It is sufficient to say that the Moran family is one of the old and prominent ones of Detroit, with whose social and business annals the name has been long and prominently identified. The subject of this sketch is one to whom may be ascribed a large measure of credit in connection with the development of the "Greater Detroit," for his energy, ability and capitalistic support have been potent factors in the upbuilding of important industrial and financial enterprises, not the least of which is that represented by the Peninsular Stove Company, which is one of the largest concerns of the sort in the world and of which he is president.

Fred T. Moran is a native of Detroit, where he was born on the 4th of March, 1855, a son of Judge Charles Moran and Justine (McCormack) Moran, the former of whom was born in Detroit and the latter in Orange county, New York. More definite mention of the exalted life and labors of Judge Charles Moran appears in the previously mentioned sketch of the life of William B. Moran. Fred T. was afforded the advantages of the public schools of Detroit, after which he entered St. John's College, Fordham, New York, which finely ordered institution conferred upon him the degree of Master of Arts. Mr. Moran initiated his business career by assuming a position as clerk in the office of his brother, William B. Moran, who was then one of the leading members of the Detroit bar, and who also had important business investments. Fred T. Moran was admitted to the bar of his native state in 1878, upon examination before the circuit court. He has, however, never been engaged in the active practice of his profession, although, as a matter of course, his technical

knowledge of the law has been of inestimable value to him in his business career.

In 1880 he became associated with William B. Moran, James Dwyer and other representative citizens of Detroit in the organization and incorporation of the Peninsular Stove Company, of which an adequate specific description appears in this work, and he became a member of the directorate of the company, which position he has since retained. Upon the death of his brother, William B. Moran, in 1895, he was elected to succeed the latter in the office of president, of which he is still incumbent, having shown great discrimination and initiative in directing the affairs of the great corporation of which he is the executive head. He was also one of the founders of the American Harrow Company, in which he is still a stockholder, and he is a member of the board of directors of the People's State Bank. Into other industrial channels has he directed his individual and financial forces, and he is now president of the Michigan Copper & Brass Company, which was organized and incorporated in January, 1906; is vice-president of the Gabriel Reinforcement Concrete Company; is a director of the Welch Automobile Company and the Security Trust Company; and vice-president of the Home Telephone Company, one of the magnificent public-utility institutions of Detroit. Mr. Moran is not a mere stockholder in these various corporations, but takes an active part in their management, bringing to bear his progressive ideas and ever manifesting a lively concern in all that tends to advance the material and civic prosperity of his native city. While never a seeker of public office Mr. Moran has served since 1890 as a member of the board of fire commissioners of Detroit, and he is independent in political affairs. He is a member of all the representative clubs of Detroit, is identified with the Board of Commerce and enjoys unreserved popularity in both business and social circles.

In the year 1877 was solemnized the marriage of Mr. Moran to Miss Satilla Butterfield, who was born and reared in Pontiac, Michi-

gan, and they are the parents of five children, namely: Viola A. (Mrs. E. T. Hammond), Satilla G., Francis C., Mary M., and Alfred T. The only son is now assistant to the secretary of the Peninsular Stove Company, having previously learned the trade of stove moulder and pattern-maker, so that he has literally grown up in the business of the concern with which he is now identified in an official capacity.

ALMON B. ATWATER.

One of the well known civil engineers of the middle west is Mr. Atwater, who has been identified with railroading interests for nearly half a century, within which he has discharged most important professional functions, and who is now assistant to the president of the Chicago & Grand Trunk Railroad, with official headquarters in the city of Detroit.

Mr. Atwater claims the old Buckeye state as the place of his nativity, having been born at Sheffield, Ashtabula county, Ohio, November 19, 1845, and being a son of John and Matilda (Hill) Atwater, the former of whom was born in Connecticut and the latter in Vermont, both families having been founded in New England in the colonial epoch of our national history. The father, whose active life was devoted principally to agricultural pursuits, died early in 1861, his wife having passed away in 1859. The subject of this review was afforded the advantages of Kingsville Academy and Austinburg Institute, both in Ohio, and after the preliminary discipline thus gained he began the work of preparing himself for the profession in which he has attained to so much of eminence. He studied civil engineering under most favorable auspices and early developed marked ability in the line. His connection with railroad affairs dates its inception back to the year 1864, when he became a telegraph operator in the employ of the Cleveland & Erie Railroad. In 1867 he entered the engineering department of the same system, on the Jamestown & Franklin division, and in 1870 he removed to the Dominion of Canada, where he assumed the position of as-

sistant engineer on construction work on the Canada Southern Railroad, having had charge of such work at various points,—principally from Hagersville to Fort Erie,—and remaining thus engaged until the track was laid. Thereafter he was for two years assistant engineer on the Port Dover & Lake Huron Railroad, after which he was chief engineer of the system until 1877. From that time forward to 1882 he held the office of general superintendent of the road, and under his supervision was constructed the line to Georgian Bay.

In 1882 Mr. Atwater became chief engineer of the Chicago & Grand Trunk Railroad, and in 1885 he was advanced to the office of superintendent of all lines of this system east of the Detroit river. Within his regime he had charge of the rebuilding of the entire line between Detroit and Chicago. In 1898 Mr. Atwater entered the employ of the Michigan Central Railroad, with which he remained as assistant general superintendent until 1902, when he returned to the Grand Trunk as assistant to the president, with jurisdiction on all lines west of the Detroit river. This office he has since retained, being one of the honored and trusted officials of the road, to whose upbuilding he has contributed in no small measure. He is a member of the directorate of the Scotten-Dillon Company, one of the prosperous manufacturing concerns of Detroit, and is also a director of the Board of Commerce. He is a valued member of the American Society of Civil Engineers and is recognized as an authority in his profession. He is a communicant of St. John's church, Protestant Episcopal, and is affiliated with the Masonic fraternity, including the Knights Templars.

In the year 1872 Mr. Atwater was united in marriage to Miss Jane Thompson, who was born and reared in the province of Ontario, Canada, and they have no children.

CHARLES A. WARREN.

A prominent figure in the banking circles of the state of Michigan is Charles A. Warren, who is incumbent of the office of cashier of

the Dime Savings Bank, which is specifically mentioned in this publication. He has long maintained his home in Detroit and is one of the well known, popular and public-spirited business men of the metropolis of Michigan.

Mr. Warren is a native of the old Bay state and is a representative of a family founded in New England in the colonial epoch of our national history. He was born at Stow, Middlesex county, Massachusetts, April 26, 1846, and is a son of Francis W. and Lucy A. (Forbush) Warren, both of whom were native of Massachusetts, where they passed their early lives, the father's vocation during the major portion of his active career having been that of farming. He came to Michigan in 1846, was in the employ of the Michigan Central Railroad Company and later with the Ward Line of lake steamers. The subject of this review was reared and educated in Massachusetts, where he grew to maturity under the sturdy and invigorating discipline of the home farm—a training through which have come forth many of the strongest and most prominent business men of the country. He continued to be identified with agricultural pursuits in his native state until 1865, when, at the age of eighteen years, he came to Detroit, which city has been his place of abode during the long intervening years. Soon after his arrival Mr. Warren secured a clerical position in the office of the superintendent of the Michigan Central Railroad, and he remained with this company for the long period of twenty-seven years, during twenty-four of which he was passenger and ticket agent of the city office in Detroit. In 1891 he resigned this office to assume that of cashier of the Dime Savings Bank, of whose original directorate he was a member, and he has since continued to serve in this important office, in which he has done much to forward the upbuilding of the popular and substantial institution.

In politics Mr. Warren is aligned as a loyal supporter of the cause of the Republican party, and he is identified with various fraternal, business and social organizations, and is spe-

cially prominent in the time-honored Masonic fraternity, being at the present time (1907) grand commander of the grand commandery of Knights Templars of Michigan, to which exalted office he was elected in June, 1907, at the annual conclave of the grand commandery held in the city of Saginaw. Mr. Warren was knighted in Detroit Commandery, No. 1, on the 28th of December, 1869, and served in the marching ranks until 1873, when he was elected sword bearer. He served in this position until 1890, when he was elected generalissimo, with William Livingstone, president of the bank of which he is cashier, as eminent commander. In 1892 Mr. Warren was elevated to the office of eminent commander of Detroit Commandery, and in 1894 he became a member of the grand commandery of the state, in which he was elected grand treasurer at the annual conclave of that year. He remained incumbent of this office until 1900, and from that time on he advanced through the various grades of official promotion until the culminating honor was attained in his election to the highest office in the gift of the York Rite Masons of the state.

Mr. Warren was married June 19, 1869, to Mary E. Whitney, of Middlesex county, Massachusetts. They have no children.

RALPH STONE.

On other pages of this work is entered a brief record concerning the Detroit Trust Company, of which the subject of this review is the efficient secretary, holding a secure position as one of the practical financiers and representative business men of the younger generation in Detroit.

Mr. Stone was born at Wilmington, New Castle county, Delaware, on the 20th of November, 1868, and is a son of Rev. George W. and Catherine G. (Graupner) Stone, the former of whom was born in the state of New York and the latter in the city of Boston. The father became a successful merchant in Delaware, where he continued to be engaged in

active business for many years. He and his wife now reside in the state of California, where he is a Unitarian minister.

The subject of this sketch was reared to maturity in Delaware and after completing the curriculum of the public schools he was matriculated in Swarthmore College, at Philadelphia, where he completed a thorough academic course and was graduated as a member of the class of 1889, receiving the degree of Bachelor of Arts. After leaving college he began the study of law, and in order to thoroughly fortify himself for the work of the profession he finally entered the law department of the University of Michigan, in which he was graduated in 1892, with the degree of Bachelor of Laws.

Soon after his graduation in the law school Mr. Stone went to Grand Rapids, this state, where he initiated the active practice of his profession, being there associated in the law business for one year with General Byron M. Cutcheon, one of the representative members of the Michigan bar. In the summer of 1893 he was elected to the position of trust officer of the Michigan Trust Company, at Grand Rapids, retaining this office until 1898 and developing marked ability in the handling of the affairs of this order of financial institutions, with all details of whose functions and operations he thoroughly familiarized himself. In the year last mentioned Mr. Stone was appointed private secretary to Governor Pingree, a position for which he was specially eligible, and he continued with the governor in this confidential relation until the termination of the latter's administration as chief executive of the state. In January, 1901, Mr. Stone was given still further precedence and recognition, through his appointment to the exacting office of state bank examiner, of which office he remained incumbent until May 1st of the same year, when he resigned the same to join the Detroit Trust Company, of which he was made assistant secretary at that time. On January 15, 1903, he was elected to his present office of secretary of the company. He is also sec-

retary and treasurer of the Artcraft Lithographing Company of Detroit.

In his political adherency Mr. Stone is identified with the Republican party, and both he and his wife hold membership in the Unitarian church, in which he is a trustee. He is a member of the Sons of the American Revolution, the Detroit Club, the University Club, the Detroit Boat and Golf Clubs, an honorary member of the New York State Bar Association, and governor of the Michigan Society of Mayflower Descendants.

On the 1st of January, 1895, was solemnized the marriage of Mr. Stone to Miss Mary G. Jeffords, of Grand Rapids, Michigan, and the two children of this union are Ralph, Jr., and Ruth.

S. OLIN JOHNSON.

Ours is a nation that is restless, vigorous, dominating,—a composite aggregate that will scarce admit any majestic conception of the mind as possible of literal and practical realization; a nation that has cognizance of no obstacle as insuperable along the course where moves the column of advancement. As possessing in due quota these elements in the personnel of our great national commonwealth, Detroit has gained a conspicuous position and her escutcheon is emblazoned with the well earned motto of progress. History is made rapidly in these latter days, representing ceaseless toil and endeavor, the proudest achievements and the most electrical progress in all normal lines, and what more gratifying than to mark the records of those whose influence has impressed itself along the various channels through which the swelling tide of accomplishment forces its way? As a representative of that class of men who have given an enduring character to the industrial and civic makeup of the city of Detroit the subject of this sketch is well worthy of consideration. He has shown both the power of initiative and that of concentration, and has made for himself a secure place as one of the leaders in local industrial circles, being the executive

head and essentially the controlling factor of the Penberthy Injector Company, which is the most extensive concern of the sort in the world and of which specific mention is made in another department of this publication.

Stephen Olin Johnson is a native of the old Bay state, in which was cradled so much of our national history. He was born at Westfield, Hampden county, Massachusetts, on the 15th of June, 1847, and is a son of Philo and Eliza (English) Johnson, both of whom were likewise natives of that commonwealth, and both of whom died in Brooklyn, New York. The father was a merchant and manufacturer. The lineage of the subject of this review is of distinctively patrician and interesting order, and honors rest upon the name both in England and in connection with the history of the great American republic from the early colonial epoch to the present time. Samuel Johnson, great-grandfather of him whose name introduces this article, was a native of Massachusetts and was a valiant soldier in the Continental line during the war of the Revolution, in which he served until the colonies had hurled oppression back and gained the boon of liberty. His son William was born in New York city and there married Pamelia Dudley, a descendant of Sir Thomas Dudley, who came to Massachusetts as its first deputy governor, in 1630, and who was second governor of the colony,—1634-5. His prominence and influence continued undiminished for many years, as is indicated in records extant, which show that he was again governor of the Massachusetts colony from 1640 to 1646, and in 1650 and 1651. He was a member of the illustrious and ancient Dudley family of England, whose most notable representatives in an historical sense were Robert Dudley, earl of Leicester, and Lord Guilford Dudley, who wedded the Lady Jane Grey,—an unfortunate and pathetic figure in English history. William and Pemilia (Dudley) Johnson, grandparents of the subject of this sketch, continued to reside in the state of New York until their death. Were the limits of this article not

necessarily circumscribed it would be interesting to enter further data concerning the genealogy of Mr. Johnson.

S. Olin Johnson was afforded the advantages of the public schools of his native city, and New York city, and at the age of eighteen years he initiated his practical business career, by entering the employ of William P. Kittridge & Company, tobacco manufacturers, of that city. With this concern he continued to be identified until 1871, when, at the age of twenty-four years, he resigned his position, which was then one of responsible and confidential character, to accept more remunerative employment with E. I. Horsman, an extensive manufacturer of toys. As most significant voucher for his business ability and his fidelity is offered the statement that in 1873 he was given a fifth interest in the concern, to whose affairs he continued to give his attention until 1877, when his health became so impaired as to necessitate for him a radical change of climatic conditions. Accordingly he went to Colorado, where he remained two years, maintaining his residence in the city of Denver and laying aside for the interim all business cares. At the expiration of the period noted he engaged in the business of toys, games and home amusements in Denver, where he built up a prosperous enterprise. He remained in that city until 1884, when he came to Michigan and accepted the position of manager of the Detroit Knitting & Corset Works. In the connection he was called upon to face exigencies which would have feazed a man of less confidence, energy and administrative ability, since there devolved upon him the work of attempting to upbuild and place on a substantial basis a business which in the six years of its existence had shown but negative results, having to its record a loss of about sixty thousand dollars. That his interposition inured to the benefit of the enterprise in an emphatic way is evidenced in the fact that under his management a net profit of nine thousand dollars was shown at the end of the first year. His connection with this company continued until 1887, when he

effected the sale of the equipment and business to the Schilling Corset Company, with a substantial profit to the interested principals. In the preceding year he had, in company with Homer Pennock and William Penberthy, organized and incorporated the Penberthy Injector Company, of which he became secretary and treasurer. From that time to the present he has been the directing spirit in this company, and the upbuilding of its magnificent business represents the results of his indefatigable and well directed efforts. He is now president and treasurer of the company and of its stock he controls fully eighty per cent. The article, on other pages, descriptive of the company affords adequate information of a supplemental order, and to the same the reader is referred. Strong, broad-minded and positive as a factor in the business world, Mr. Johnson has clearly demonstrated his title to leadership and to a place in the ranks of America's true captains of industry. His course has been marked by impregnable integrity of purpose, and his reputation as a reliable and progressive business man and substantial and public-spirited citizen is unassailable. He is also president of the International Specialty Company, of Detroit, manufacturers of specialties, and of the Penberthy Company, Limited, of Windsor, Ontario, representing the Canadian auxiliary of the Penberthy Injector Company. He is a member of the Michigan Manufacturers' Association; the American Supply & Machinery Manufacturers' Association, of New York; the Central Supply Association, of Chicago; the Southern Machinery Dealers' Association, of Knoxville, Tennessee; the Detroit Employers' Association, in the brass division of which he was the first president; the Associated Employers' Corporation of Detroit, of which he was elected the first vice-president, as well as director; the Detroit Trades School, of whose executive committee he has been a member since 1902; the National Association of Stationery Engineers, of which he is an associate member; and the Detroit Board of Commerce, in whose work he shows a vital and helpful interest. His

political allegiance is given to the Republican party, but he is essentially a business man and has never manifested any desire to enter the field of practical politics. He and his wife are members of the Unitarian church, and he is identified with the Detroit Club, the Country Club, the Old Club at St. Clair Flats, the Au Sable Fishing Club, the North Channel Club, and the Masonic fraternity, in which he has attained to the thirty-second degree of the Scottish Rite, being also affiliated with the adjunct body, the Ancient Arabic Order of the Nobles of the Mystic Shrine.

The fine city home of Mr. Johnson is located at 56 Rowena street, in one of the most attractive residence sections of the city, and is the center of a brilliant and representative society circle; its cordial hospitality, dominated by the gracious presence of Mrs. Johnson, makes it one of the favored resorts of his many friends. Mr. Johnson also has a most beautiful summer home at Amherstburg, Ontario, with a frontage of three hundred feet on the Detroit river, and here is shown one of the finest specimens of landscape gardening to be found in the vicinity of Detroit,—a section widely known for its many picturesque summer homes. Mr. Johnson has not hedged himself in with the affairs of business, but is a man of broad information and definite culture. His strength as a man of affairs is not greater than is his popularity in social life, and his character is symmetrical and well rounded, showing his powers of assimilation, absorption and appreciation.

On the 5th of June, 1873, Mr. Johnson was united in marriage to Miss Lilla Louise Sturtevant, daughter of George and Sarah (Bissell) Sturtevant, of New York. Mrs. Johnson is a niece of the late George H. Bissell, who was the discoverer of petroleum and who gave to Dartmouth College the gymnasium which bears his name. Concerning the children of Mr. and Mrs. Johnson the following brief data are entered: Homer S., secretary and general manager of the Penberthy Injector Company, is individually mentioned in this volume; Alice G. is a graduate of the Bristol School, Wash-

ington, D. C., and remains at the parental home; Claire Olin is a student in the Wykeham Rise School, at Washington, Connecticut; and Charles B. is attending St. John's Military Academy, at Manlius, New York.

Mrs. Johnson is a woman of gracious presence and gentle refinement, being prominent in the best social life of Detroit and being specially prominent in musical and club circles. She is at this date president of the Fine Arts Society, of Detroit, as well as its founder and also president of the "Tuesday Musicale," one of the oldest musical organizations in the city. She is also a composer of considerable talent, several of her compositions being sung by noted artists.

OZIAS WILLIAMS SHIPMAN.

Amidst all the changes and chances of this mortal life Ozias W. Shipman showed himself possessed of a strong, true and noble spirit, a full appreciation of his stewardship and an abiding sympathy and charity for "all sorts and conditions of men." He achieved material success of high order and through worthy means, was leal and loyal as a citizen, and so ordered his life as to retain the confidence and esteem of all with whom he came in contact. Naught of vacillation entered into his nature, which was one of sincere and positive order, and integrity was the dominating attribute of his long and signally useful career. His influence permeated largely the business activities of the city of Detroit and it is fitting that in this publication be accorded at least a brief tribute to his memory.

Ozias Williams Shipman was born at Pierstown, Otsego county, New York, on the 29th of January, 1834, and his death occurred at his home in the city of Detroit, 439 Cass avenue, on the 28th of January, 1898. He was a son of Horace and Abigail Anne (Williams) Shipman, both representatives of families founded in America in the early colonial epoch of our national history and both of staunch English ancestry. Soon after his birth his



W. Shipman

parents removed to Norwich, Chenango county, New York, where his father was for several years engaged in the milling business and the manufacturing of lead pipe, and the family then removed to Fort Plain, Montgomery county, that state, where the subject of this memoir supplemented his rudimentary education by attending for some time the Fort Plain Seminary, a well ordered institution and one of whose advantages he showed himself duly appreciative. The family resided in Fort Plain for a period of four years, at the expiration of which removal was made to a large farm in the township of Union, Broome county, New York. About a year later the father of our subject purchased a grist mill, plaster mill and farm at Athens, Bradford county, Pennsylvania, to which place the family then removed, with the exception of Ozias W. and his elder brother, who remained to supervise the operation of the farm at Union. The two young men put forth their best efforts in this connection, and through their "ceaseless toil and endeavor" met with unequivocal success. At the expiration of two years they rejoined the family, at Athens, Pennsylvania, where the subject of this review remained until shortly before attaining to his legal majority. At this time he practically initiated his independent business career, which was to eventuate in the achieving of noteworthy success in the future years, and he was then, as ever, animated by courage, persistence, self-confidence and impregnable honesty of purpose,—fortuitous equipment with which to face the battle of life. In company with another young man Mr. Shipman opened a grocery store at Waverly, Tioga county, New York, a little village not far distant from the parental home, and soon afterward he purchased his partner's interest in the enterprise, which, through untiring application and good management, he developed into a most extensive and profitable business,—in the comparative sense implied in the naturally circumscribed field of operations. It must not be understood, however, that the business was one of slight magnitude, for its extent was

greater than that of many similar enterprises in metropolitan centers to-day. He was located in a most favored section of the old Empire state, financial affairs in general were in excellent condition, and he personally held the unqualified esteem of the people throughout the territory extending for miles in various directions. The extent of his business operations may be understood when it is stated that for several years his annual transactions represented the notable aggregate of more than one hundred and twenty-five thousand dollars.

In these years Mr. Shipman had gained a high local reputation as a careful and discriminating business man and one possessed of marked executive ability, the result being that he was called upon to lend his services along lines aside from his regular vocation at the time. Upon the occasion of the protracted strike of the employes of the Erie Railroad in 1870, the company secured the aid of Mr. Shipman in operating the line in opposition to the strikers. Of his connection with this work another sketch of his career, published in the late Silas Farmer's excellent history of Detroit and Michigan, speaks as follows: "His efforts in this direction were particularly valuable to the company, but he aroused the ill will of the former railroad employes, and some of the more lawless, in retaliation, set fire to his business block, and it was completely destroyed. He immediately rebuilt, on a more extensive plan, one of the largest and finest business houses in Waverly, but in 1872 he sold out his business and went to New York city, and, in the interest of New York capitalists, visited Utah, to inspect a silver mine, in which, on a favorable report being received, they proposed to invest a large sum of money. Mr. Shipman being convinced that the mine was absolutely worthless, so advised them and thus saved them from heavy losses." His efforts in this direction brought him into further prominence in capitalistic circles in the national metropolis, and as a number of those in whose behalf he had made the trip to Utah were at the time engaged in building a railroad from Newark,

Ohio, to the Shawnee coal fields, Mr. Shipman became personally identified with the enterprise. He purchased a quarter interest in the stock of the Shawnee Coal Company, and after the completion of the railroad mentioned he had charge of the coal fields and of the shipping of the product at Shawnee, Ohio. He continued to be actively identified with the enterprise until 1880, and within his regime brought the productive capacity of the mines up to the notable aggregate of one hundred carloads per day.

As early as the year 1874 Mr. Shipman had established a coal agency in Detroit, but the same proved unsuccessful, through the ineffective management of the local representative. In the following year, therefore, he personally came to Detroit, where he assumed charge of the business noted and where he continued thereafter to make his home until he was called from the scene of life's endeavors. His intimate relations with the operating coal company and the exceptional shipping facilities which he was enabled to control through his interest in the Newark & Shawnee Railroad, made it possible for him to develop eventually the largest coal business in the state of Michigan, his annual sales attaining to an aggregate of more than one and one-half million of dollars,—which implied the handling of an average of fully six hundred thousand tons of coal each year. He supplied several railroads and his trade ramified throughout Michigan and several western states, as well as into various sections of Canada. He gave strict attention to business and developed his enterprise to a point which won to him therefrom a substantial fortune. He continued the coal business in Detroit until his death and for several years prior thereto was the owner and operator of a coal mine in Athens county, Ohio. He had other capitalistic and industrial interests of an important order and was known as one of Detroit's most progressive, loyal and public-spirited business men. At the time of his demise he was president of the Frontier Iron & Brass Company, of this city, was a stockholder

of the Fire Proof Paint Company, of Chicago, and also held stock in the Commercial National and American National Banks of Detroit.

As a man among men, knowing the well-springs of human motive and action, he was affable, courteous and tolerant, and his sympathy was manifested in innumerable and practical ways, with naught of ostentation. He remembered those in affliction and his kindness was best shown in his quiet and timely acts of charity, his benefices being usually unknown to other than himself and the recipients. Instances of this order have since transpired, but to here enter record concerning the same would be inconsonant with the modest attitude which he himself ever held in such connections. Faithfulness and helpfulness remained with him as permanent guests, and to those who best knew the man is given the fullest appreciation of the true nobility and strength of his character. Though never a seeker of public office, Mr. Shipman accorded a staunch allegiance to the Republican party and always did all in his power to further good government and general prosperity and progress. He attained to the thirty-third and last degree of the Ancient Accepted Scottish Rite of Freemasonry and was active for many years in the affairs of this time-honored fraternity. The home members of the supreme council passed appreciative resolutions of honor and regret at the time of his death, and these were signed by all members in Michigan at that time. In connection with the exquisite floral tribute tendered were expressed the following sentiments: "We, the surviving friends and fraters of Sovereign Grand Inspector O. W. Shipman, 33°, unite in this expression of our admiration for him, in presenting on the occasion of his decease this floral tribute,—fit emblem of a beautiful life, fragrant with memories of real benevolence that fell upon the objects of his regard, as pure and silent as the beams of the morning upon an awakening world." Mr. Shipman was a communicant and devout member of the Protestant Epis-

copal church, having long been one of the valued members of St. John's parish, of which he was a vestryman for several years,—until the time of his death.

On the 5th of June, 1856, was solemnized the marriage of Mr. Shipman to Miss Emily L. Comstock, of Newark Valley, New York. She was born in Newark Valley and her death occurred in the city of Chicago, Illinois, on the 9th of March, 1895. She was a daughter of Sanford and Mary Elizabeth (Fuller) Comstock. Mr. and Mrs. Shipman became the parents of three children, of whom two are living: Arthur William Shipman, the only son, died in infancy; Anne Evans is the wife of Frederic Beckwith Stevens, of Detroit; and Marietta Celia is the wife of Henry Southard Lewis, of Circleville, Ohio.

HENRY H. SANGER.

The efficient and popular cashier of the National Bank of Commerce of Detroit, of which mention is made in this work, is Henry H. Sanger, who was the chief promoter of the organization of the institution, which received its charter on the 24th of April, 1907, and opened for business on the 1st of the following June. He is a native son of Detroit and here has had ample experience in financial affairs, through his connection with which he has advanced to his present responsible executive position.

Mr. Sanger was born in Detroit on the 21st of September, 1866, and is a son of Henry P. and Frances H. (Hurlburt) Sanger, the former of whom was born in the state of New York and the latter in the historic old city of St. Augustine, Florida. Henry P. Sanger was born at Utica, New York, in 1832, being a son of Henry K. Sanger, who came to Detroit in 1838, as cashier of the Bank of Michigan, one of the first of importance established after the admission of the state to the Union. Later he became incumbent of a similar office in the Michigan Insurance Bank, which was a United States government depository. He

continued to be identified with banking interests in Detroit until his death, which occurred in 1863, and his name merits a place on the roll of the honored pioneers of Detroit and the state. His son Henry P., father of the subject of this sketch, was for some time paying teller in the bank of which his father was cashier, and he is still a resident of Detroit, with whose history his name has been prominently and intimately identified.

After duly completing the curriculum of the public schools of Detroit Henry H. Sanger, whose name introduces this article, was matriculated in Cornell University, New York, in which institution he was graduated as a member of the class of 1891, receiving the degree of Bachelor of Arts. He then returned to Detroit and in January of the following year he assumed a clerical position in the First National Bank, a lineal successor of that of which his grandfather was originally cashier, and in this institution he rose through various grades of promotion to a position of executive responsibility. He resigned his position in 1900 to accept that of auditor of the Commercial National Bank of Detroit, of which office he was incumbent one year, at the expiration of which he was made second assistant cashier, from which position he was advanced to that of first assistant cashier. In this capacity he served until March 11, 1907, when he resigned, for the purpose of devoting his attention to the organization of the National Bank of Commerce, of which he is cashier. Of the success of his work in this connection adequate information is given in the review of the history of the bank, on other pages of this work. He is also a director of the Hayes Manufacturing Company, representing one of the successful industrial concerns of Detroit. He is treasurer and a director of the Detroit Club and holds membership in the Detroit Country Club, the Detroit Boat Club, the University Club and the local bankers' club, besides being identified with various fraternal organizations. His political views are indicated in the allegiance which he accords to the Republican party and

his religious views are in harmony with the tenets of the Protestant Episcopal church, in whose faith he was reared. He is one of the progressive and popular business men of that younger generation in Detroit which has done so much to further the advancement of the city and to upbuild the "Greater Detroit."

HENRY STEPHENS, JR.

Mr. Stephens is known as one of the representative business men of Detroit and from his youth to the present time has been identified with industrial and business enterprises which have had bearing upon the progress and prosperity of the state of Michigan, with whose annals the family name has been linked in no insignificant way for a period of more than sixty years. On other pages of this publication appears a memoir of Henry Stephens, Sr., father of the subject of this review, and reference should be made to the same for family data and for information pertinent to the business career of him whose name initiates this article.

Henry Stephens, Jr., was born in the village of Romeo, Macomb county, Michigan, on the 20th of September, 1854, and there he was reared to maturity, being afforded the advantages of the public schools and early beginning to assist in his father's general store and later in his varied and extensive lumbering operations, in Lapeer and Roscommon counties, Michigan. The father was the founder of the village of St. Helens, in the latter county, where he established a large plant for the manufacturing of lumber, and in that section he built up a lumbering business which was one of the most important in the state. In 1882 a stock company was organized, under the title of Henry Stephens & Company, and of this corporation Henry Stephens, Jr., and his brother Albert became interested principals. Soon after the death of the honored father, in 1886, this concern was succeeded by the Stephens Lumber Company, and under this title the business has since been continued under

the control and practical ownership of the subject of this sketch. Mr. Stephens has gained recognition as one of the representative lumber operators of his native state and the business with which he is now identified in this line is of wide scope and importance. In the connection, as indicative of the extent of operations, reference should be made to the previously mentioned sketch of the life of his father. The family home has been in Detroit since 1888, and here Mr. Stephens centers his varied capitalistic and industrial interests. He is a member of the directorate of the Old Detroit National Bank and also that of the Detroit United Bank, is vice-president of the Scotten-Dillon Company, the extensive manufacturers of tobacco, in Detroit, and his principal lumbering operations at this time are in Otsego county, where he has valuable properties. He is vice-president and half owner of the Detroit Journal.

In politics Mr. Stephens gives his allegiance to the Republican party, and he is identified with the Detroit Club, the Detroit Boat Club and the Detroit Athletic Club. He and his wife move in the leading social circles of the city and their attractive home is a center of generous and gracious hospitality.

In the year 1876 was solemnized the marriage of Mr. Stephens to Miss Sarah Millen, who was born and reared at Romeo, this state, being a daughter of the late Harvey Millen. Mr. and Mrs. Stephens have one son and two daughters, namely: Henry, Gail, Jacqueline.

HENRY A. HAIGH.

It has been the lot of the subject of this review to attain to distinction in the profession of law, to achieve priority and leadership in the political affairs of his native state, and to become a forceful figure in connection with the construction and operation of both steam and electric railways. Thus he is distinctively a man of affairs and he is known as one of the representative business men of Detroit, where he resides, though he passes a portion of his

time in the village of Dearborn, Wayne county, in which attractive suburb of the Michigan metropolis he was born and reared. Not less by reason of his own worthy achievement than on the score of being a representative of one of the old and honored families of Wayne county is he particularly entitled to recognition in this publication, and it is a source of gratification to the publishers to here enter a succinct review of his career, and also to offer, on other pages, a memoir to his honored father, the late Richard Haigh, who was a resident of Wayne county for more than half a century and who passed to his reward in the fulness of years and in the maturity of a strong and useful character.

Henry Allyn Haigh was born in the old family homestead in Dearborn, Wayne county, Michigan, on the 13th of March, 1854, and is the youngest of the five children of Richard and Lucy B. (Allyn) Haigh. For detailed record concerning the family history reference should be made to the sketch of the life of the late Richard Haigh. Henry A. was accorded the advantages of the public schools of his native village, and later continued his studies in Waterloo, New York. In 1871 he was matriculated in the Michigan State Agricultural College, at Lansing, and in this institution he was graduated as a member of the class of 1874, duly receiving the degree of Bachelor of Science. In 1876 Mr. Haigh entered the law department of the University of Michigan, and he was graduated in 1878, with the degree of Bachelor of Laws. Prior to this, in the winter of 1874-5 he had taught one term of school, in his home county, and in March of the latter year he was appointed to a clerkship in the office of the Michigan state board of health, serving in this capacity, at Lansing, until September of the following year. Shortly after his graduation in the law school he was admitted to the bar of his native state, and he then set forth to seek a location for practice in some one of the western states. He finally decided, however, that Michigan offered superior attractions and he returned to Detroit,

where he initiated the active work of the profession in which he attained to so much of precedence and success. It is scarcely necessary to state that he has never regretted the impulse or judgment which led him to remain in Detroit instead of identifying himself with some western community. In Detroit he became an office associate of his former classmate in the university, Hon. William L. Carpenter, since chief justice of Michigan, and they soon gained marked prestige as able and reliable trial lawyers and counselors. In 1889 he and Mr. Carpenter associated themselves with the late Colonel John Atkinson and Flavius L. Brooke in forming the law firm of Atkinson, Carpenter, Brooke & Haigh, which gained recognition as one of the strongest firms in the state, and which controlled a large and important practice and had a representative clientage. In 1893 Judge Carpenter withdrew from the firm, to assume his position on the Wayne circuit bench, to which he had been elected in the fall of the preceding year. In 1892-3 Mr. Haigh was deeply concerned in and occupied with the affairs of the Michigan Republican Club, of which he was one of the founders and of which he was chosen the first secretary. In the fall of 1893 he became junior member of the firm of Atkinson & Haigh, and he continued to be associated with Colonel Atkinson until 1896, after which he was engaged in an individual, and particularly successful, practice until 1899, since which time the exactions of his manifold and important business interests have engrossed practically his entire time and attention.

Reverting to his connection with active political work, it may be said that Mr. Haigh served as secretary of the Michigan Republican Club, of which he continued secretary from the time of its organization, in 1884, until the close of the year 1886. He was one of the chief promoters of this organization, which so long wielded a powerful influence in Michigan politics, and in 1892 he was again elected secretary, in which office he continued to serve until 1894. He remained a director of the club during the

entire period of its existence, and was president of the club in 1896. In 1887 Mr. Haigh was prominently concerned in the organization of the National Republican League. In 1892-3 he was the Michigan member of the executive committee. In 1896 he was elected president of the McKinley Club of Detroit, which did effective service in the campaign of that year. In the campaign of 1892 Mr. Haigh not only served as secretary of the Michigan Republican Club but was also elected presidential elector from his state and was chosen by his colleagues to bear the vote of Michigan to the national capital. He was an active factor in manœuvering forces in the spirited presidential campaign of 1896, and was alternate delegate-at-large from Michigan to the Republican national convention of that year, in St. Louis. He was also the first secretary of the Michigan State Republican League, which was organized in 1888.

Apropos of and incidental to Mr. Haigh's professional work, it should be noted that in 1884 he published "Haigh's Manual of Law," a compilation of the laws applicable to farm life and rural districts. This work has had a large sale and is in general use by justices of the peace throughout the country. In 1888 he compiled and published a work entitled the "Labor Laws of America," and this also is an authoritative publication. He has also been an occasional contributor to newspapers and magazines,—chiefly on topics incidental to political affairs, matters of public policy and public health.

In 1898 Mr. Haigh assisted Messrs. Samuel F. Angus and James D. Hawks in securing the right of way necessary to the completion of the Detroit, Ypsilanti & Ann Arbor Railway, an electric line. His success in this enterprise led to his further association with Mr. Angus, in the promotion of the Toledo, Fremont & Norwalk Railway, in Ohio. Of the company formed for the carrying through of the project he was chosen treasurer and general counsel, and he was also very active in connection with the construction of the line, having effected the

organization of the Comstock-Haigh-Walker Company, in which the interested principals were Andrew W., William B. and William A. Comstock, of Alpena, Michigan; Frederick W. Walker, of New York, and himself. As the contractors for the work, this company completed the line, and Mr. Haigh was treasurer of the company. The road thus completed, sixty-five miles in length, was finally sold to the Everett syndicate, of Cleveland, and now forms an integral part of the Lake Shore Electric Railway.

In 1902 the Comstock-Haigh-Walker Company began the construction of the Rochester & Eastern Railway, a high-grade electric system, connecting Rochester, Canandaigua and Geneva, New York. This road was completed and placed on a paying basis, and in 1905 the property was sold to the New York Central Railroad Company. The next venture of the company was the construction of the Milwaukee Northern Railway, and this system, when completed, will connect five of the most prosperous and important agricultural and manufacturing counties in Wisconsin. The first division, traversing a distance of fifty-six miles, between Milwaukee and Sheboygan, is now completed and is of the best type of electric railway construction. The second division, extending to Fond du Lac, a distance of forty-two miles, will be completed before the close of the year 1909. Upon the death of William B. Comstock, in 1906, Mr. Haigh succeeded him as president of the Comstock-Haigh-Walker Company, and of this chief executive office he has since remained in tenure. He is also treasurer of the Milwaukee Northern Railway Company. In 1905 Mr. Haigh became vice-president and director of the Detroit, Ypsilanti, Ann Arbor & Jackson Railway, with which he was actively connected up to the time of its sale to the Detroit United Railway Company, in 1908. Upon the death of Andrew W. Comstock, in April, 1908, Mr. Haigh was elected president and director of the Cincinnati, Georgetown & Portsmouth Railroad, a steam and electric railway running easterly from Cincinnati and com-

prising some seventy miles of track; also of the Felicity & Bethel Railroad, an electric line in southern Ohio, in the supervision of both of which properties he is actively engaged. He is also director in the Alpena Power Company and is interested in various other industrial enterprises. He was a member of the Michigan state board of health from 1901 to 1906, a member of the American Public Health Association, and was and still is a member of the Michigan Pioneer and Historical Society, and in 1906 was on its executive committee. The foregoing data clearly indicate how wide and important have been the activities in which Mr. Haigh has been and is prominently concerned.

Mr. Haigh was one of the original subscribers to the stock of the Peninsular Savings Bank of Detroit, has served as a member of its board of directors since 1906 and at present is a member of the executive committee of that bank. He was also one of the organizers of the Continental Casualty Company, of Chicago, for a number of years was a member of its directorate, and is now its general counsel for Michigan. He is a member of the Detroit Board of Commerce, and in every respect is to be regarded as a loyal and public-spirited citizen. He is identified with the Detroit Club, the Country Club at Grosse Pointe, and Oriental Lodge, No. 240, Free and Accepted Masons. He and his wife are members of St. John's Protestant Episcopal church, Detroit, and he is a member of the vestry of Christ church, in Dearborn.

On the 16th of January, 1895, was solemnized the marriage of Mr. Haigh to Miss Caroline Comstock, daughter of the late Andrew W. Comstock, formerly lumberman and vessel owner of Alpena, and the children of this union are Andrew Comstock Haigh, and Richard Allyn Haigh.

ABRAHAM P. SHERRILL.

One who has attained to success and prominence in the commercial world through his consecutive application along well defined lines of enterprise is Mr. Sherrill, one of the in-

terested principals in the great wholesale dry-goods house of Edson, Moore & Company, with which he has been identified from his youth.

It is a cause of no little satisfaction to Mr. Sherrill to refer to the old Empire state of the Union as the place of his nativity. He was born in Wyoming county, New York, on the 19th of January, 1850, and is a son of Abraham and Elizabeth (Saxton) Sherrill, both of whom were born in East Hampton, Long Island, where the respective families were early founded. The Sherrill family is of sterling English extraction and is to-day represented in many of the states of the Union. Dr. E. S. Sherrill, one of the prominent physicians and surgeons of Detroit, is a brother of the subject of this review, and they are the only members of the immediate family in Michigan. The father became a successful merchant of Pike, New York, and was a citizen of prominence and influence in his community. He was active in political affairs, having originally been an old-line Whig and having identified himself with the Republican party at the time of its organization. He served as township supervisor and in other local offices of trust, and was postmaster of his town under the administration of President Lincoln. Both he and his wife died in Wyoming county, New York, honored by all who knew them.

The subject of this review was reared to maturity in his native state, to whose public schools he is indebted for his early educational discipline. In 1868, at the age of eighteen years, Mr. Sherrill came to Michigan and located in Pontiac, where he secured a clerical position in the Second National Bank, in which he was advanced to the position of teller. He remained with this institution for a period of five years, at the expiration of which, in 1873, he came to Detroit, where, through the influence of Stephen Baldwin, who was then one of the principal stockholders in the concern, he secured the position of bookkeeper in the establishment of Edson, Moore & Com-

pany. Through faithful and effective service he made for himself a secure place in the confidence and esteem of the members of the firm and from time to time he was advanced to positions of higher trust and responsibility. Upon the re-organization of the concern in 1892 he was admitted to partnership and he has since continued to do his part in upholding the high prestige of this old and popular house, an outline of whose history appears in the memoir of its founder, Mr. Edson, on other pages of this work. Mr. Sherrill is recognized as one of the representative business men and loyal citizens of Detroit, though he has never sought or desired to come into the "great white light" of publicity, being essentially conservative in his attitude. He is a Republican in politics, a member of the Fort Street Presbyterian church, and is identified with the Detroit Club, the Detroit Boat Club and other local organizations. Mr. Sherrill is a bachelor.

JOHN PRIDGEON, JR.

Concerning the family history of this well known and popular citizen and business man of Detroit pertinent data appear in the memoir of his honored father, the late John Pridgeon, Sr., on other pages of this work, so that a recapitulation of the same is not here required. The subject of this review has been concerned with the lake marine business from his youth to the present time and has valuable interests in this important department of industrial enterprise.

Mr. Pridgeon has the distinction of being a native son of Detroit, where he was born on the 1st of August, 1852, and in whose public schools and Professor Bacon's private school he secured his early educational discipline. About the year 1871 he assumed the position of clerk on one of his father's boats, and he continued to serve in that capacity until 1874. From 1876 to 1879 he was agent at Port Huron for the Chicago & Grand Trunk line of steamers, running between Chicago and Port Edward, his father having been the owner of

the controlling interest in this line of vessels. When the line was discontinued Mr. Pridgeon returned to Detroit, where he became intimately associated with his father in their extensive business of buying, selling and operating tugs, sailing vessels and propellers. They owned and operated the Detroit & Windsor Ferry line for years. He has since continued his operations in this line and has had full control of the enterprise since the death of his father. He is the largest stockholder in the White Star Line of steamers and is treasurer of the company, and he is a large stockholder in the Dime Savings Bank, of whose directorate he is a member. He has other capitalistic interests of an important order and is one of the city's substantial and representative business men.

Mr. Pridgeon has ever accorded a staunch allegiance to the Democratic party and though he has manifested no office-seeking proclivities he has willingly done his part in connection with the administration of municipal affairs, having been a member of the board of police commissioners until the same was abolished and having also served for some time as a member of the board of park commissioners. To the former office he was appointed by the late Governor Begole. He is prominently identified with the time-honored Masonic fraternity, in which he has attained to the thirty-second degree of the Ancient Accepted Scottish Rite, and he also holds membership in the Detroit Club and other social and civic organizations. In 1885 he was elected to a seat in the city council, where he proved a loyal and valuable working member, and in the autumn of 1887 the voters of his native city honored him by electing him to the mayoralty. He gave a most progressive and businesslike administration, and his record as chief executive of the municipal government is one which reflects credit both upon himself and the city.

In December, 1874, was solemnized the marriage of Mr. Pridgeon to Miss Cora Edgar, who was born in the city of Pittsburg, Pennsylvania, and of this union were born two sons, both of whom died in childhood.



John Pridgen Jr

ALBERT L. STEPHENS.

The subject of this review is one of the representative business men of Detroit and has maintained his home in this city since 1887. He was long concerned with lumbering operations in the state, having been associated with his father, the late Henry Stephens, a memoir of whom appears in this work.

Albert L. Stephens was born at Romeo, Macomb county, Michigan, November 11, 1857, and he was reared to maturity at Almont and Romeo, this state. He was afforded the advantages of the public schools, and as a young man became identified with his father's extensive lumbering operations. Record concerning this lumbering enterprise appears in the sketch of the life of his father, so that a recapitulation is not demanded in this connection. After the death of his father Mr. Stephens continued to be associated with his brother, Henry, in the lumber business until 1896, when he withdrew. Mr. Stephens has large and important capitalistic interests in Detroit and elsewhere. He is one of the largest stockholders of the O. & W. Thum Company, manufacturers of the celebrated "Tanglefoot" sealed sticky fly-paper, and is president of the company, whose manufacturing and executive headquarters are in the city of Grand Rapids. He is also president of the Wabash Cement Company, of Stroh, Indiana, and is a member of the directorate of each the Wayne County Savings Bank and the Union Trust Company, two of Detroit's largest and most substantial financial institutions. He is also a stockholder in the Commercial National Bank and in the Detroit Fire & Marine Insurance Company. Mr. Stephens was appointed special commissioner to close up the affairs of the Preston National Bank at the time of its failure and showed marked discrimination in the handling of his exacting and responsible duties in the connection. The political allegiance of Mr. Stephens is given to the Republican party, in the promotion of whose cause he takes a loyal interest, though never an aspirant for official preferment.

In 1883 Mr. Stephens was united in marriage to Miss Frances Harvey, daughter of Dr. James Harvey, Romeo, Michigan, and they have one child, Marjorie.

THOMAS NEAL.

On other pages of this work appears an outline of the history of one of Detroit's most gigantic and important industrial enterprises, that conducted under the title of the Acme White Lead & Color Works. One of the two founders of this magnificent institution is Thomas Neal, who is secretary and general manager of the company. Of his labors in upbuilding the industry the article in question gives detailed information, so that further reference to the same need not be made in the present article. He is known as one of the veritable "captains of industry" in Detroit and few have done more to further the progress and industrial prosperity of the city in recent years.

Mr. Neal was born in Corunna, Ontario, Canada, September 27, 1858, and is a son of Henry and Mary (Proctor) Neal, both of whom are natives of England. The father came to America as a young man and was for many years actively identified with marine interests on the Great Lakes. In this service he was known as an able navigator and executive and he served for a long period as captain on various vessels. He eventually became the owner of a line of boats and was successful in the operation of the same. He is now retired from active business and he and his wife maintain their home in Port Austin, Michigan.

In 1866, when the subject of this review was a lad of eight years, his parents took up their residence in Detroit, where he was reared to maturity and where he duly availed himself of the advantages of the public schools, after which he completed a course in a local business college. His first employment was as messenger boy for the National Pin Company, and he remained with this concern four years, within which period he had risen to a position

in full charge of the office of the concern. Thereafter he held a confidential position with the Imperial Life Insurance Company and was also engaged in the real-estate business. At the age of twenty-six years he was one of the founders of the present Acme White Lead & Color Works, with which his career has since been inseparably identified, and to the article descriptive of that institution reference should be made for the record of his business life since the year 1884. He is a member of the directorate of each the First National Bank and the Michigan Savings Bank, and is a stockholder of the Security Trust Company, all of which are leading financial institutions of Detroit, and is also a director of the Kemiweld Can Company.

Mr. Neal is a Republican in his political allegiance, is a member of Detroit Commandery, No. 1, Knight Templar, and holds membership in the Detroit Club, the Detroit Boat Club and Fellowcraft Club. He and his wife are communicants of the Protestant Episcopal church, and he is a member of the vestry of the parish of St. Paul's church.

In 1884, about the time of the initiation of what has been a most extraordinarily successful business career, Mr. Neal assumed marital responsibilities. On the 14th of May of that year he was united in marriage to Miss Elizabeth May Davies, a sister of William L. Davies, who is president of the Acme company and who has been his intimate friend since youth and his co-adjutor in building up the great business of the concern mentioned. Mr. and Mrs. Neal have one son, Kirke Albert.

The Detroit Free Press of Sunday, August 4, 1907, gives the following appreciative estimate of Mr. Neal: "Thomas Neal, secretary and general manager of the Acme White Lead & Color Works, is another whose name will go down in the industrial history of Detroit as one of the most active factors in its splendid development. Besides bringing the Acme White Lead Works to such a state of perfection that the product of the factory has gone

hand in hand with stoves and seeds in making Detroit famous in the industrial world, Mr. Neal was one of the most active organizers of the Board of Commerce. Wide-awake, public-spirited and progressive, he has at all times been found arrayed on the side of Greater Detroit, in the broadest sense of the term."

A. JAMES SINGELYN.

He whose name forms the caption of this article is vice-president and treasurer of the Tivoli Brewing Company, whose finely equipped establishment is one of the leading concerns of the sort in Detroit and one whose reputation is indicated by its large and appreciative patronage. Mr. Singelyn is actively identified with the management of the business and is a careful and able administrative officer and enterprising business man. In addition to having the supervision of the financial affairs of the company he also has charge of the sales department, in which connection he has done much to further the upbuilding of the business.

A. James Singelyn is a native of Detroit, in which city he was born on the 19th of March, 1874, being a son of Charles and Clementine (Posselius) Singelyn. The ancestry in the agnatic line is traced back to pure French origin and the maternal ancestry is of Flemish extraction. Charles Singelyn was born at Antwerp, Belgium, on the 12th of August, 1840, and he died on the 10th of August, 1904. He is survived by three sons and four daughters. Clementine (Posselius) Singelyn was a daughter of the late Adolph Posselius, a pioneer furniture manufacturer in Detroit and one who held rank as a prominent and influential citizen.

The subject of this sketch completed the curriculum of the Detroit public schools and thereafter continued his studies in Assumption College, a well conducted Catholic institution in Sandwich, Ontario. After completing his more purely academic education he took a commercial course in the Detroit Busi-

ness University, where he well qualified himself for practical business life. In 1890, shortly before his sixteenth birthday, Mr. Singelyn entered upon an apprenticeship to the trade or art of wood-carving, in the furniture manufactory of A. Posselius & Brothers, of which firm his maternal grandfather was the head. He later passed through the various grades of promotion in this factory, familiarizing himself with the work of each department, and finally, in 1892, being made assistant superintendent of the plant. While incumbent of this position he secured a contract for the manufacturing of a patented dining-room table, the vested rights in the patent being controlled by Charles W. Munz and associates. This table Mr. Singelyn introduced on the market with signal success. In 1894, upon the death of John C. Posselius, he was promoted to the office of general superintendent of the plant, and when the business was incorporated, under title of the Posselius Brothers' Furniture Manufacturing Company, he became one of its stockholders and continued in the position of superintendent until 1899, when he disposed of his stock and retired from all connection with the enterprise. The action was taken by him that he might become a stockholder in the Tivoli Brewing Company, of which he was elected treasurer at that time. For some time also, during the illness of the manager, Louis W. Schimmel, he also assumed the general supervision of the business, ably fulfilling the duties that under normal conditions devolved upon Mr. Schimmel. In 1903 Mr. Singelyn was also elected vice-president of the company, and he has since remained incumbent of this office, as well as that of treasurer. He is specially versatile and able as an accountant and the financial interests of the company are most carefully and successfully managed by him, as are also the interests of the sales department,—the center of the productive agencies of the enterprise. He is associated in the ownership of the Burns hotel, one of the popular hostelryes of Detroit.

In 1904 Mr. Singelyn was appointed under-

sheriff of Wayne county, by James Burns, sheriff of the county, and he has since continued in tenure of this office, in which he has done most effective work. He is a member of the United States Brewers' Association and also of the Michigan Brewers' Association and the Detroit Brewers' Association. The brewery in which he is interested as a stockholder and officer is made the subject of a special sketch in the industrial department of this publication. Mr. Singelyn is a member of Detroit Lodge, No. 34, Benevolent & Protective Order of Elks; Olympic Lodge, No. 1, Knights of Pythias; and the Detroit Athletic Club, and he enjoys unqualified popularity in the business and social circles of his native city.

On the 6th of August, 1896, Mr. Singelyn was united in marriage to Miss Johanna Wiehm, daughter of August Wiehm, of Detroit, and she was summoned to the life eternal on the 15th day of March, 1907, being survived by two children,—James A., who was born April 11, 1898, and August, who was born September 1, 1899. On the 7th of October, 1908, Mr. Singelyn married Miss Edith Fisher, of Detroit, the ceremony being performed at the church of Our Lady of Sorrows.

GRIFFITH O. ELLIS.

The subject of this sketch is a lawyer by profession and has been successful in the general practice of law, though he is now giving the major portion of his time and attention to the executive duties devolving upon him as vice-president of the Sprague Correspondence School of Law and as president of the Sprague Publishing Company, both of which are more specifically described in the sketch of the career of their founder, William C. Sprague, on other pages of this volume.

Griffith Ogden Ellis was born in the city of Urbana, Ohio, on the 19th of November, 1869, and is a son of Griffith and Jane H. (Woods) Ellis, the former of whom was born in Wales and the latter in Ohio, in which state

they still maintain their home. Griffith Ellis was eleven years of age at the time of his parents' immigration to America and was reared and educated in the old Buckeye state. He became one of the representative merchants of Urbana, where he was for many years engaged in the dry-goods business, and he has long been a prominent and influential figure in the political and public affairs of Ohio. He represented his district in the state senate and was twice a candidate for congress, but met defeat with the remainder of the party ticket. He also served in the offices of clerk and treasurer of Champaign county, as a member of the board of governors of the state penitentiary, in Columbus, and as the financial officer of the Ohio state hospital for the insane, at Dayton.

The subject of this sketch is indebted to the public schools of his native city for his early educational training, and he was graduated in the high school as a member of the class of 1888, after which he pursued the higher academic studies for two years in Urbana University. While yet a student he was for six months identified with the Urbana Evening Herald,—first in the capacity of city editor and finally in that of managing editor. In August, 1890, Mr. Ellis went to Washington, D. C., where he received appointment as expert statistician in the agricultural department of the United States census bureau. While in the national capital he also attended the law school of Columbian University, the name of which has since been changed to George Washington University, and there he made excellent progress in the assimilation of the minutiae of the science of jurisprudence. In 1891 Mr. Ellis came to Detroit, where he became managing clerk in the law offices of the firm of Lodge, Sprague & Ashley, and in the meanwhile he continued the study of law under effective preceptorship. In the autumn of 1892 he was matriculated in the law department of the University of Michigan, in which he was graduated as a member of the class of 1893, duly receiving his degree of Bachelor of Laws.

He then returned to Detroit and here was forthwith admitted to the bar of the state. He has done effective work in his profession and has shown himself to be a counsellor well fortified in the technical learning of the law and in familiarity with precedents.

The connection of Mr. Ellis with the Sprague Correspondence School of Law has been of most intimate order and he has done much to further the success of the institution, both as an executive officer and as an instructor. He identified himself with the school in 1891, in which year he accepted the position of correspondence clerk, and in 1893 he was made chief examiner of the examination papers sent in by the students of the institution. He continued in active service in this department until 1897, when he was made general superintendent of the school and head of the instruction department. In 1894 he became one of the stockholders of the corporation owning and conducting the school, and he has served as vice-president since that year. He is also one of the chief stockholders of the Sprague Publishing Company, of which he is president, and he is one of the active administrative officers of the company, which controls a flourishing and substantial business.

In politics Mr. Ellis is a stalwart supporter of the principles of the Republican party, and he was an active worker in its cause while residing in his native state. He is a life member of the Fellowcraft Club and is also identified with the Detroit Boat Club and the Ohio Society of this city, being popular in the business and social circles of Detroit as well as in the local ranks of his profession.

On the 21st of April, 1897, Mr. Ellis was united in marriage to Miss Ellen Winifred Scripps, daughter of William A. Scripps, one of the representative citizens of Detroit. They have no children.

ABNER E. LARNED.

As president of the Larned & Carter Company, manufacturers of overalls, Mr. Larned has been a distinct factor in promoting the in-

dustrial growth of Detroit and has exemplified the force and initiative which have made the younger generation of business men in Michigan's metropolis so potent factors in its advancement within the last decade.

Mr. Larned is a native of the Wolverine state, having been born in the village of Fenton, Genesee county, Michigan, on the 31st of January, 1871, and being a son of Horace J. and Flora (Roberts) Larned. The Larned family was founded in America in the early colonial epoch, and the name was prominently identified with the early annals of New England. Elisha Larned, grandfather of the subject of this review, was a native of Massachusetts, whence he eventually removed to the state of New York. From the old Empire commonwealth he came to the wilds of Michigan and became one of the pioneers of Genesee county,—in fact, having been the second white settler in what is now Fenton township, that county. He lived up to the full tension of the pioneer days, having secured from the government a tract of wild land, and having developed from the same, by herculean labor, a productive farm. He continued to reside in Fenton until his death, and the old homestead which he first secured from the government is still held in the possession of the family. Flora (Roberts) Larned, mother of him whose name initiates this article, was a daughter of Abner Roberts, who likewise removed from New York state to Michigan and became one of the very early settlers of Genesee county. He built in the village of Fenton a hotel, the Fenton House, which is still standing, in an excellent state of preservation, and which is one of the landmarks of that section of the state. Mr. Roberts was a man of prominence and influence and remained a resident of Genesee county until his death. Horace J. and Flora (Roberts) Larned resided in Fenton, where for many years Mr. Larned was engaged in the agricultural-implement business, retiring in 1890. Mrs. Larned died in 1894.

Abner E. Larned was afforded the advan-

tages of the public schools of Fenton, in whose high school he was graduated as a member of the class of 1889. After leaving school he entered the employ of the wholesale dry-goods firm of Strong, Lee & Company, of Detroit, which concern he represented in the capacity of traveling salesman for a period of three years, at the expiration of which, in 1893, he resigned, to accept the position of manager of the department of domestic goods in the wholesale dry-goods house of Edson, Moore & Company, of Detroit, resigning this position in 1896 to associate with David S. Carter in the founding of the firm of Larned, Carter & Company, manufacturers of overalls, and he has been president of the company from its inception. The industry represented has grown to be one of wide scope and much commercial importance, and data concerning its upbuilding appear in the sketch of the career of Mr. Carter, the secretary and treasurer, on other pages of this work. Mr. Larned assumed the personal supervision of the sales, shipping and buying departments of the business, and the upbuilding of the fine enterprise has been largely due to his able efforts as its sales representative. In introducing the goods of the concern he has visited every state and territory in the Union, and in the meanwhile Mr. Carter had charge of the factory and office details of the business. A most significant fact in connection with the business is that practically all of the original customers gained by the company still remain its patrons, and the list is constantly increasing in numerical and appreciative strength. Mr. Larned is amply justified in his claim to knowing in a personal way fully ninety per cent. of the patrons of his concern, and this means much when recognition is had of the large and far-reaching trade controlled.

In his political allegiance Mr. Larned is a Republican, taking a loyal interest in the party cause but never having been an active political worker. For many years he has been identified in an active way with the Young Men's Christian Association, and he has done effective service in the promotion of the interests

of the Detroit organization of this noble body. He was made chairman of a committee delegated by the Detroit Young Men's Christian Association to raise the funds necessary for the erection of the new association building, which is now in course of completion (1908), and the committee of which he was chairman succeeded in raising a larger amount—some twenty-five thousand dollars—for the purpose designated than did any other committee of solicitors. The total amount thus placed to the credit of his committee was thirty-five thousand dollars. Mr. Larned is a member of the Board of Commerce and the Detroit Club.

In the Board of Commerce he is a member of the board of directors and also of the executive committee. He was chairman of the fifth-anniversary committee of this splendid Detroit institution, and the committee mentioned had charge of the outing of the body on the magnificent new steamer "City of Cleveland," June 4-7, 1908,—the most successful and interesting gathering of Detroit business men ever brought together. The occasion also practically represented the dedicatory voyage of the steamer mentioned.

Mr. Larned was married, in 1893, to Miss Minnie K. Kellogg, daughter of Rev. Frederick A. Kellogg, a clergyman of the Congregational church and at that time incumbent of a pastoral charge at Adrian, Michigan. Mr. and Mrs. Larned have two children,—Bradford York, and Cortland Kellogg.

WILLIAM L. DAVIES.

One of the splendid industrial enterprises which has had important bearing in the development of the "Greater Detroit" is that conducted under the corporate title of the Acme White Lead & Color Works, and of this magnificent manufacturing concern the subject of this sketch is the president. He is essentially a man of initiative power and progressive ideas, and his confidence in the claims of Detroit as a manufacturing and distributing center has been shown in no unmistakable way, even aside from the connection here noted.

Mr. Davies comes of sturdy and worthy Welsh lineage and is himself a native of the south of Wales, having been born at Aberdare, on the 14th of February, 1858, and being a son of Daniel and Catherine (Davies) Davies, representatives of old and honored families of Wales. The father, who was a tailor by trade and vocation, immigrated to America with his family in 1861, and he took up his residence in Wisconsin, where he joined two brothers of his wife. He engaged in business at Oconto, that state, where he remained until his death, which occurred in 1875. His widow later removed with her children to Detroit and here she still maintains her home, being now venerable in years.

William L. Davies, the immediate subject of this review, was afforded the advantages of the public schools of Wisconsin, where he was prepared for college. However, he decided to turn his attention to active business rather than to continue his higher academic studies, as he was offered a good position in Detroit, to which city he came in 1872. Here he entered the employ of the wholesale drug house of Farrand, Williams & Company, in a clerical capacity, and he remained with this old and well known firm until 1886, with the exception of one year, during which he was in the employ of James E. Davis. He became familiar with the work of the various departments of the business and while still connected with this house, in 1884, he assisted in effecting the organization of the Acme White Lead & Color Works, instituting operations on a very modest scale. The company was incorporated with a capital stock of five thousand dollars and Mr. Davies became president. A small factory was opened at the corner of Fourth street and Grand River avenue, and the concern here began manufacturing paint, making the policy of the business to turn out a product of superior excellence. This policy, as fortified with the aggressive attitude of the interested principals, is what has brought about the development of the present splendid business controlled by the Acme White Lead & Color

Works, of which a detailed description is given on other pages of this work.

On the 1st of January, 1886, Mr. Davies found it expedient to resign his position with Farrand, Williams & Company, in order that he might give his undivided attention to the rapidly expanding business of the paint works, whose trade at that time was confined almost entirely to Michigan. What the growth of the institution has been is measurably shown in the fact that the corporation now operates upon a capital stock of two millions of dollars and that its trade extends throughout all sections of the Union and into foreign lands. Mr. Davies has assisted in directing the affairs of this company with consummate skill and discrimination and through his labors has done much to further the commercial and industrial prestige of Detroit. He is a member of the directorate of the National Bank of Commerce, and is a stockholder in the Kemiweld Can Company and other Detroit corporations, though he still devotes his personal attention almost exclusively to the great manufacturing industry at whose head he has been from the start.

Mr. Davies gives allegiance politically to the Republican party, and he is a thirty-second-degree Mason and a member of the Detroit Club and Detroit Boat Club. Both he and his wife are zealous communicants of St. Paul's church, Protestant Episcopal, and he is now junior warden of its vestry.

On the 4th of January, 1888, was solemnized the marriage of Mr. Davies to Miss Susan V. Dougell, of Windsor, Ontario, a member of one of the old and prominent families of the dominion. They have two children,—Llewellyn R. and Marjorie.

EDWARD J. RONEY.

One of the native sons of Detroit who has here attained to a position of prominence in industrial and general business circles is Mr. Roney, who is vice-president of the Sterling & Skinner Manufacturing Company, president of the Detroit Motor Castings Company, and

vice-president of the Manufacturers' Power Building Company, each of which concerns is made the subject of specific mention on other pages of this volume.

Mr. Roney was born in Detroit, on the 28th of February, 1863, and is a son of John and Rose (Hawkins) Roney, both of whom were natives of the city of Belfast, Ireland. The father was born in 1830 and was reared and educated in his native land, whence he immigrated to America as a youth, about the year 1850. He soon afterward took up his residence in Detroit, where he passed the remainder of his life, his death occurring in 1882. His first occupation after locating in this city was that of driving on an omnibus for the old Biddle House, which was then the leading hotel of the city. Later he became the owner of a transfer and draying line, building up a successful enterprise and continuing to be identified with the same until his death. His wife survived him by a decade, being summoned to the life eternal in 1894. They are survived by six children, concerning whom the following brief record is consistently entered in this connection: Edward J., the third eldest of the family, is the immediate subject of this sketch; Daniel W. is a locomotive engineer by vocation and resides in Detroit; John J. is superintendent of and a stockholder in the Detroit Motor Castings Company; Miss Rose A. maintains her home in Detroit; Mary E. is the wife of Otto Beyer, of this city; and Katherine is the wife of Adelbert Allen, engineer at the shops of the Detroit Motor Castings Company.

The subject of this sketch was afforded the advantages of the parochial and public schools of his native city and at the age of seventeen years he entered upon an apprenticeship at the brass moulder's trade, becoming an expert artisan and beginning his work as a journeyman at his trade in 1884, when he entered the employ of Henry C. Hart, manufacturer of hardware specialties, railway-car trimmings, etc. He was finally advanced to the position of superintendent of the foundry and he continued in the employ of Mr. Hart until 1890, when he

accepted the position of superintendent of the Detroit Electrical Works, with which concern he was thus identified until 1893. He then became superintendent of the foundry of the McRae & Roberts Company, retaining this position until 1902, in which year he became associated with Ruluff R. Sterling, F. G. Skinner and J. C. Danziger in organizing the Sterling & Skinner Manufacturing Company, of which he has since been vice-president. In 1906 the same gentlemen, together with John J. Roney, organized the Detroit Motor Castings Company, of which the subject of this sketch has been president from the beginning. He is vice-president of the Detroit Power Building Company, which was organized in the same year, and is a stockholder in the Clark Wireless Telegraph & Telephone Company and the American Smelting & Refining Company, both of which are Detroit concerns of important order.

In politics Mr. Roney is a staunch adherent of the Democratic party and he is a communicant of the Catholic church, being a member of St. Anthony's parish. He is affiliated with the Catholic Mutual Benefit Association and the Knights of Equity.

On the 3d of May, 1893, was solemnized the marriage of Mr. Roney to Miss Isabel S. Singelyn, daughter of Charles and Clementine (Posselius) Singelyn. Her father was a member of the firm of Posselius Brothers, of Detroit, and was known as one of the city's representative business men. He is now deceased. Mr. and Mrs. Roney have five children, whose names, with respective years of birth, are here noted: Edward C., 1895; Celestine M., 1899; John J., 1901; Isabel C., 1905; and Charles W., 1908.

WALDO A. AVERY.

A prominent and dominating figure in the industrial and financial affairs of the state of Michigan is this well known citizen of Detroit, where his interests are of varied and important order and where he is recognized as a progressive and public-spirited citizen.

Waldo A. Avery was born at Bradley, Maine, on the 14th of May, 1850, and is a son of Sewell and Eliza H. (Eddy) Avery, both representative of staunch colonial stock in New England, where the respective families were early-founded. When the subject of this review was but four years of age his parents removed to Michigan and located in Port Huron, which was then a small and obscure village, and there he remained until he was about fourteen years of age. His father followed the vocation of lumberman and both of his parents continued to reside in Michigan until their death. The common schools of Port Huron and Saginaw afforded Mr. Avery his early educational advantages, but his broader education has been secured in the practical school of experience, by personal application and by active association with men and affairs. As a boy in Port Huron Mr. Avery secured employment at intervals in connection with the lumbering industry, in which he was later destined to attain to success and prominence. In 1865 he removed from Port Huron to Saginaw, where he continued his identification with the lumber business and laid the foundation for a career of marked success and usefulness as one of the world's sturdy army of workers. He soon began lumbering operations on his own account, and his success in this field is due to his intimate knowledge of all details of the industry, in which he has long been a recognized authority. In 1876, when but twenty-six years of age, Mr. Avery became interested in the ownership and operation of a number of tugs and lumber vessels, the same being in commission for the handling of logs and lumber on the Saginaw river. These interests he retained and successfully administered until 1883, when he expanded the scope of his operations by securing an interest in several large lake vessels, and these were operated under the title of the Hawood & Avery Transit Company; with headquarters in the city of Cleveland, Ohio. This company is still in existence and has a fine fleet of vessels, used in general freight



Haldor A. Aarvick

transportation on the Great Lakes and handling a large tonnage during the navigation season each year. He is also a member of the firm of Richardson & Avery, of Duluth, Minnesota, which has had very extensive dealings in pine lands and the manufacturing of lumber. The business has wide ramifications and the products find sale throughout a wide territory in the western and middle states. He was formerly president of the Alabaster Company, of Detroit, Alabaster and Chicago, and when the interests of this concern were merged into the United States Gypsum Company he continued as a stockholder of the latter corporation, of which he is now a director. The fine gypsum mines of the original company are located at Alabaster, Iosco county, Michigan. This company furnished the plaster of Paris for the staff utilized in the construction of the beautiful buildings of the World's Columbian Exposition, held in Chicago in 1893.

Mr. Avery has maintained his home at Grosse Pointe Farms since 1902, and from 1887 to 1902, on Woodward avenue, Detroit. He has wielded much influence in forwarding the march of progress which has brought the city to the fore-front as an industrial and commercial center. He has been president of the American Exchange National Bank of Detroit since 1899, is a director of the Second National Bank of Saginaw, Michigan, and is one of the principal stockholders and a director in the Detroit United Bank. He has other important capitalistic investments, one of the most noteworthy of which is in connection with the magnificent Majestic building, on the Campus Martius, Detroit,—one of the most imposing and attractive business blocks to be found in the entire Union. Of this building he is half-owner.

Fully appreciative of the attractions and broadening influences of travel, he has found great satisfaction in indulgence along this line, and has made extensive foreign tours in company with his family, besides having visited the most diverse sections of the United States. In his political allegiance Mr. Avery is found

arrayed as a staunch supporter of the principles of the Republican party, but he has invariably refused to permit the use of his name in connection with candidacy for public office. As a citizen he is intrinsically loyal and progressive, and he manifests a specially lively interest in all that pertains to the welfare of the city in which he maintains his home. Mr. Avery has two children,—Sewell L., who is now president of the United States Gypsum Company, of Chicago, and Waldo A., Jr., who resides at Portland, Oregon, and is engaged in the timber-land business.

JOHN C. SPRATT.

Within the pages of this work will be found a description of the magnificent enterprise conducted by Parke, Davis & Company,—an enterprise that probably has done more to bring the name of Detroit into commercial apotheosis than has that of any other single concern,—and it is certainly consistent that in this connection be given mention of those men who have fostered the upbuilding of the business and those who are at the present time identified with the management of its affairs. One of the number thus distinctively worthy of consideration is Mr. Spratt, who is the manager of the sales department of this greatest of all concerns of the sort in the world.

Mr. Spratt was born in the city of Poughkeepsie, New York, on the 31st of March, 1856, and is a son of William and Mary A. (McDermott) Spratt. The lineage of the spratt family is traced back to staunch Irish origin, and of the immediate line the grandfather of the subject of this sketch was John Spratt, who was born in county Down, Ireland, whence he immigrated to America and finally removed to Poughkeepsie, New York, in which vicinity he successfully followed the vocation of market gardening. His son William, father of him whose name initiates this article, was reared and educated in the Emerald Isle, where he learned the trade of wagon-maker, to which he there devoted his attention until 1845, when he joined his parents in

Poughkeepsie, New York, where he secured employment at his trade. Later he entered the employ of Brewster & Company, the famous carriage makers, on Broome street, New York city, remaining with the same until 1887, when he permanently retired from active business.

John C. Spratt was afforded the advantages of the public schools of his native city, being graduated in the Poughkeepsie high school as a member of the class of 1870. In 1872 he entered the employ of Peter M. Howard, a retail druggist, and in due time he thoroughly informed himself in the technicalities of the business, finally passing an examination and receiving a certificate as a pharmacist, from the state pharmacy board, in 1880. He became chief prescription clerk in Mr. Howard's establishment and later was made manager of the business. In 1888 Mr. Spratt made an extended trip through the west and while en route home he stopped in Detroit and made a tour of inspection through the great plant of Parke, Davis & Company. Incidentally he formed the acquaintance of one of the officers of the company and was offered a position, which he accepted, becoming chief clerk in the order department, where he soon made his value known. In 1897 he was placed in charge of the department of traveling service, and when, in 1900, this department and that of the general sales business were merged into what is designated as the sales department, he became head of the same, an incumbency which he has since retained and one in which he has shown marked executive ability and distinctive capacity for the facile handling of multifarious details.

Under the supervision of this department are directed the labors of three hundred and forty-five salaried traveling representatives, and the growth of the business is indicated by comparing this efficient corps in a numerical way with that of 1897, when Mr. Spratt assumed the management. At that time only forty traveling men were employed. The representatives of Parke, Davis & Company now

cover all parts of the civilized world, and on the force are those capable of speaking the various modern languages, while twenty-five per cent. of the number are graduate physicians, whose work is chiefly among the members of their profession, in the introducing and exploiting of the innumerable and standard preparations of the company. The outside emissaries are thoroughly trained by work in the laboratories of the company, three classes being held each year,—two in mid-summer and one during the Christmas holidays. Careful instruction is given in technical and scientific principles and work, and knowledge concerning all details of preparation of goods is imparted, so that the salesmen are thoroughly fortified for giving the most lucid explanations to the trade and to put forth the claims of their concern as being unexcelled by any other in the world. It has long been recognized that the products of the laboratories of Parke, Davis & Company designate the ultimate standard of excellence, and the reputation of the concern for reliability and fair and honorable business methods has never been assailable from any source. The traveling representatives are men of fine intellectuality, upright in character and thoroughly en rapport with their work, while all take pride in representing so great and far famed a concern.

In the division of the work of the sales department the branch in London, England, covers China and Japan; Spanish America and the Philippines are covered from the export department, in New York city; Australia and New Zealand, from the branch at Sidney, Australia; and the Canadian provinces from the branch at Walkerville, Ontario. Mr. Spratt has shown rare discrimination in the selection and training of the salesmen and representatives whose efforts are directed through his department, and has been particularly successful in handling his men, retaining their confidence and respect, and has proven a distinctive force in the administrative affairs of the magnificent concern with which he is identified in so prominent and responsible a capacity. He

enjoys marked popularity in the business circles of Detroit, is liberal and public-spirited in his attitude as a citizen, and is one of the foremost workers in the Detroit Board of Commerce, through which the industrial and commercial advancement of the city has been so notably promoted. He is a stockholder in the corporation of Parke, Davis & Company. He and his family are communicants of the Catholic church, being members of St. Charles' parish. He is a member of the Detroit Club and the Detroit Boat Club, and is a valued member of the Municipal Art Commission of Detroit, to which office he was first appointed in 1906, by Mayor Codd. The family residence is at 253 Field avenue.

In 1881 Mr. Spratt was united in marriage to Miss Mary E. Shanahan, daughter of Michael Shanahan, of Poughkeepsie, New York, and they have two daughters, May E. and Marjorie K.

JOHN F. ANTISDEL.

A man of sterling character and one who left a definite impress upon the civic and business annals of the city of Detroit was the late John F. Antisdel, who was for many years one of the best known and most highly esteemed hotel men in the northwest and whose name and personality are held in grateful memory by all who knew him and had appreciation of his worthy life and worthy deeds.

John F. Antisdel was born in Paris, Oneida county, New York, on the 13th of June, 1829, and was a scion of a family founded in America in the colonial epoch of our national history. The original progenitors in our great republic came hither from England, where the name was originally spelled Antisdale, and in the many generations have been found men who have stood exponent of the best citizenship in the land with whose history the name has so long been identified. The father of the subject of this memoir was a farmer by vocation and came to Michigan with his family in the territorial days, having settled near Brooklyn,

in 1835,—about two years prior to the admission of the state to the Union.

John F. Antisdel was about six years of age at the time of the family removal to Michigan, and his early educational advantages were those afforded in the common schools of the locality and period. Before he had attained to years of maturity his father died, and as he was the eldest son in the family he became the main support of his mother and his several brothers and sisters.

In 1850, shortly before attaining to his legal majority, Mr. Antisdel came to Detroit, as his younger brothers had by this time become old enough to assume the management of the home farm. In the Michigan metropolis he found employment as clerk in a hotel. His energy and gracious personality soon gained him many friends and aided materially in his starting of a peculiarly successful hotel career.

In Detroit, on the 6th of June, 1855, Mr. Antisdel was united in marriage to Miss Sarah J. Parshall, a beautiful and noble daughter of Joseph Parshall, who was a well-to-do farmer of Drayton Plains, Oakland county, Michigan. This marriage was the direct sequel of veritable "love at first sight," and the beautiful romance continued throughout the life of Mr. Antisdel, than whom few men have found greater happiness than did he in his family relations.

In 1857 Mr. Antisdel and his brother-in-law, James Parshall, became proprietors of the Finney hotel, which stood where the Kern store is now located, at the southeast corner of Gratiot and Woodward avenues. They were successful from the start and about one year after the initiation of their hotel enterprise Mr. Antisdel became proprietor of the Railroad hotel, which was located on the present site of the Detroit Opera House and which was long a landmark of the city. Prosperity attended this venture likewise, and within a few years Mr. Antisdel purchased the hotel property. He conducted this popular hostelry for many years, and in the meanwhile accumulated all the property running through from

the hotel to Gratiot avenue. Finally he was offered fifty thousand dollars for the property, and although he was at the time in excellent financial circumstances and found no necessity for disposing of the property, the price offered was considered so phenomenal as touching Detroit real-estate values that he accepted the offer made. He then bought the Blindberry hotel, on the corner of Michigan and Washington avenues, where the Cadillac hotel now stands, and this building he remodeled, giving it the name of the Antisdel House. From this location he finally removed to the old Biddle House, which is still standing, on Jefferson avenue. He leased the Biddle House and conducted the same successfully for several years. This was at the time one of the largest hotels in the west and was known all over the country. It reached the zenith of its fame and popularity while under his management and control.

Being wealthy at this time, Mr. Antisdel retired from business and entered a life of leisure, in his attractive home on Jefferson avenue. But being in the prime of life and endowed with dominating ambition, he decided to re-enter active business. He accordingly removed to Milwaukee, Wisconsin, where he became proprietor of the Newhall House, which was then the finest hotel in the Badger state. Here he lost a large part of his fortune in the years following the panic of 1874.

In 1884 Mr. Antisdel returned to Michigan and leased the Fraser House in Bay City, where he remained until 1894. In that year he returned to Detroit, and he then effected a lease of the celebrated summer resort, the Mettewas, at Kingsville, Ontario, Canada. Here he was successful, and he continued to be the lessee of the hotel up to the time of his death, which occurred on the 15th of May, 1900.

Mr. Antisdel was a devout and consistent Christian and was a member of the First Baptist church of Detroit for nearly a half century. For many years he was a trustee of this church and also superintendent of its Sunday school. He was a very liberal donor to all charities, al-

though his benefactions were invariably of the most unostentatious order. Kalamazoo College, a Baptist institution, was the recipient of many valuable gifts from him, and he was a member of its board of trustees for a long period. He was very domestic in his tastes and habits, having no inclination for public life, notwithstanding the semi-public nature of his vocation, and the only public office he ever held was that of fish commissioner of Wisconsin, an appointment conferred by Governor Smith and one of which he continued in tenure up to the time of his departure from the state. His business constantly brought him in contact with all classes of people, and his genial nature and generous disposition won him loyal and enduring friendships, while the essential nobility of the man gained to him unequivocal confidence and esteem. Mr. Antisdel is survived by his widow, Sarah J. Antisdel, and by four children,—James F., who is engaged in newspaper advertising business in New York City; John P., who is engaged in the practice of law in Detroit; and Ella M. and Minnie Blanche, who, with their mother, reside in Detroit.

JOHN M. FRANCIS.

When it is stated that the subject of this review is incumbent of the office of chief chemist of the laboratories of Parke, Davis & Company, the largest manufacturing chemists in the world, an idea is at once conveyed of his technical importance in the affairs of the company, whose employes number fully five thousand. In addition to the position noted, however, Mr. Francis is also an executive officer of the corporation, being division superintendent in charge of the control department of the great industry, and is a stockholder of the company. He is an authority in the domain of the science of pharmaceutical chemistry, and his researches have been wide and varied, while in the practical field he has produced results which have contributed to the benefit and up-building of the business with which he is so conspicuously identified.

John Miller Francis was born in Jacksonville, Alabama, on the 25th of October, 1867, and is a son of Dr. Miller W. and Julia (Clark) Francis, both representatives of sterling old southern families of English origin. The founder of the Francis family in America was Joseph Francis, who came from England about the year 1753 and took up his abode in Henry county, Virginia. The next in descent was Joseph 2d, who moved to what was subsequently known as Knox county, and settled about four miles from the little town of Knoxville, Tennessee. Miller Francis, the youngest of Joseph's four sons, married Hannah Henry, of Rhea county, Tennessee. He served in the Creek Indian war, being a lieutenant of infantry. He was also sheriff of Rhea county for sixteen years and, like most of the pioneers, was blessed with a large family, having twelve sons and daughters. James C., his eldest son, studied medicine and betook himself on horseback to the wilds of Benton (afterwards Calhoun) county, Alabama, at that time occupied largely by the Cherokee Indians. Here he in due time married Miss Amy Ingraham and established himself in the village county-seat of Jacksonville, where he remained in the practice of his profession for nearly fifty years. His eldest son, Miller, wished to follow in his father's footsteps and in regular course took his degree from the Medical College of Louisville, Kentucky, in 1853; as there were no railroads at that time in the interior of the southern states he was forced to journey on horseback. Miller became associated with his father in the practice of medicine at Jacksonville, and shortly after married Miss Julia Clark, of Georgia. Of this union four children were born, three of whom are living at the present time, the youngest being the subject of this biography.

At the beginning of the war of the Rebellion Dr. Miller Francis tendered his services to the Confederate government and was enlisted as surgeon. He was commissioned senior surgeon of the Sixth Alabama Infantry on May 19, 1861, resigned in May, 1862, and was re-

commissioned January 18, 1863, senior surgeon of Morgan's brigade in General Joseph Wheeler's cavalry corps, serving in this position until the end of the war. He then resumed the practice of his profession at Jacksonville, where he resided until his death, which occurred on December 8, 1877. His wife had died in the meantime, on November 6, 1874.

John Miller Francis was afforded the advantages of the public schools of his native city, after which he was matriculated in the University of Alabama, at Tuscaloosa, where he was graduated as a member of the class of 1887, receiving the degree of Bachelor of Arts. In 1889 he completed a post-graduate course in his alma mater, which then conferred upon him the degree of Master of Arts. In 1887 he was made adjunct professor of chemistry in the university, and in 1889-90, on leave of absence, he took a course of post-graduate work in Johns Hopkins University, Baltimore, Maryland, devoting special attention to organic chemistry.

In October, 1892, Mr. Francis came to Detroit and assumed the position of assistant in the Department of Analytical Chemistry in the laboratories of Parke, Davis & Company, and was promoted to full charge of this department in 1897, at which time the work of the Experimental Department was likewise placed under his supervision. In 1905 he succeeded Mr. Frank G. Ryan as chief chemist and superintendent of the Control Department, which latter covers and directs all processes employed in the manufacturing of the multifarious products of the great concern, these preparations numbering about eight thousand. Of the manifold duties resting upon Mr. Francis detailed mention can scarcely be made in an article of this character, but it may well be understood that of all departments of this great enterprise none are intrinsically more responsible and exacting in their demands than those assigned to his charge. He has charge of the check system for the prevention of mistakes, the identification of goods and control of quality of all raw materials and finished products; controls

the suggestion of all new products, the investigation of new drugs and therapeutic agents, the improving of quality, new processes of manufacture, and the investigation of complaints from the trade and the medical profession. This splendidly devised control system implies first the securing of materials of the best quality and proper identity; second, the distribution and proper utilization of this material, much of which is of tremendous toxic potency; third, the prevention of mistakes and probably fatal consequences by misplacing the material in the process of manufacture; and finally, the examination of the finished product to determine accurately its quality and regularity of standard. It will be seen from these statements how great is the responsibility involved, as it insures to the products that integrity which has been so great a factor in gaining to Parke, Davis & Company an unrivaled and world-wide reputation. Mr. Francis is a member of the American Association for the Advancement of Science, the American Pharmaceutical Association, Deutsches Chemischen Gesellschaft, the American Chemical Society, and the Society of Detroit Chemists, and he is well known and holds a high reputation in his chosen profession. He is a member of the Detroit Club. In politics he pays allegiance to the Republican party, and he and his wife are zealous members of the Jefferson Avenue Presbyterian church, in which he is an elder. Both are active in the various departments of the church work.

On November 25, 1891, Mr. Francis married Miss Evie E. Harris, daughter of Robert T. Harris, a representative member of the bar of Tuscaloosa, Alabama, and the children of this union are: John Miller, Jr., who was born June 23, 1894; Evelyn Searcy, born October 2, 1898; and Julia Clark, born on the 8th of March, 1901.

LEON C. FINCK.

The magnificent enterprise conducted by the corporation of Parke, Davis & Company, the

largest manufacturing pharmaceutical chemists in the world, has gained its marvelous success largely through having in the various stages of its history enlisted the co-operation of men of strong initiative, executive and technical ability, and in the personnel of the present executive corps few are better known or exercise more important functions than the subject of this sketch, whose popularity in business and social circles is measured only by the number of his acquaintances. He has a comprehensive knowledge of practical pharmacy, which has inured greatly to his success as an administrative officer, while his general progressiveness and public spirit place him well to the front among the representative business men of the Michigan metropolis.

Mr. Finck was born at Sodus, Wayne county, New York, on the 1st of October, 1860, and is a son of David and Mary A. (Fitzsimmons) Finck. The Finck family was founded in America in the colonial era of our national history and the genealogy is distinguished and interesting. The founder of the American branch was Andrew Finck, a native of the Palatinate of Germany. He was one of the five leaders of the colony of his countrymen who secured by purchase from the Mohawk Indians a tract of twelve thousand seven hundred acres of land in the beautiful Mohawk valley of New York. This transaction occurred in 1723, and the colony, located at "Stone Arabia" was known as the "Palatine Germans," made up of the most sterling class of German citizens,—men and women who were themselves the most worthy and useful of pioneers in the new country and whose descendants have played well their parts in life. Numerous representatives of this sturdy stock are yet to be found in the Mohawk valley, noted for its fine farmsteads and evidences of thrift and prosperity as one generation has followed another on to the stage of life's activities. The subject of this review has in his possession a tracing of the original deed given by the Mohawk Indians and signed by the sachems of the tribe at the time of the trans-

fer of the above mentioned property to the German colonists.

Andrew Finck, the original American progenitor, came to the New World in 1709. He lived on the banks of the Hudson river for some time, then moved to Schoharie county, New York. As may be inferred from preceding statements, a number of years elapsed ere he became concerned in promoting the formation of the Palatine colony, and his knowledge of conditions and opportunities proved potent in influencing others of his countrymen to take up their abode on the frontier in the old Empire state. The next in line of direct descent to the subject of this article was Christian Finck, son of Andrew, and the former was in turn followed by a son Andrew, who was a valiant soldier in the colonial wars antecedent to the Revolution, having served six years under Sir William Johnson. At the age of fifty-five years he gave still more unmistakable evidence of his loyalty, when he took up arms in defense of the cause of independence, becoming a private in the Continental line. Three of his sons also were soldiers in the Revolutionary forces,—Andrew, who attained to the rank of major and who was a close associate of Colonel Marinus Willett, of New York Continental Infantry and the "Levies," known as the "Pride of the Mohawk Valley": Major Andrew Finck also served under General Washington at Valley Forge and White Plains and under General James Clinton on the Hudson; Christian, who was likewise a gallant soldier in the Revolution and who also took part in the second war with England, having held a captain's commission during the war of 1812; and Henry, who served throughout the Revolution. Two of Andrew Finck's sons-in-law were also officers. Of these three sons mentioned, the second, Christian, figures as the ancestor of Leon C. Finck, whose name initiates this article. Christian Finck became a successful farmer in the Mohawk valley and his death occurred at Victory, Wayne county, New York, when he was well advanced in years. His son Christian (third of the name) suc-

ceeded to the old homestead farm, which is still known by the family name. David Finck was a man of high intellectual attainments, having been graduated in a leading college in New York state and having been for a number of years a successful and popular teacher in the schools of that commonwealth, where he continued to reside until his death, which occurred in 1864. Mrs. Mary A. Fitzsimmons Finck was a grand-daughter of Major Amos Scott, a gallant officer in the war of 1812 and a representative of one of the old and distinguished families of the nation.

Leon C. Finck was about four years of age at the time of his father's death, and the family removed soon afterward to the city of Syracuse, New York, where he was reared to maturity and where he secured his early educational training in the public schools. In 1873, at the age of thirteen years, he secured employment in the retail drug store of Brown & Dawson, of that city and remained there until 1880, devoting himself assiduously to the study of pharmacy and to the practical details of the work, and being gradually advanced to the position of chief prescription clerk in the establishment. Upon his withdrawal, in 1880, Mr. Finck came to Detroit, bearing with him letters of introduction and commendation addressed to George S. Davis, general manager of the firm of Parke, Davis & Company, through whom he secured a position as assistant in the general pharmaceutical department. He was energetic and ambitious and his rise to his present responsible office has been gained through the various grades of promotion to which he entitled himself by his ability and fidelity. In 1882 Mr. Finck was made foreman of the extract department, and in 1884 he was placed in charge of the general pharmaceutical department. In 1893 he assumed supervision of the formula department and in 1896 was appointed head of the control department. For several years he also managed the digestive-ferment department. He is counted among the old pioneers in the manufacture of pepsin and other digestive ferments.

Mr. Finck was one of the four active members and secretary of the board of control governing the army of employes in the big Detroit laboratories during six years, 1900-1906. He was also assistant superintendent ten years.

Upon the reorganization of the manufacturing departments of Parke, Davis & Company's great establishment, in January, 1907, Mr. Finck was appointed division superintendent in control of stock, finishing and shipping departments. He is also chief of the finely equipped private fire department maintained to protect the many laboratory buildings in the large plant, covering several city squares. He has served more than twenty-five years as an officer in that excellent organization, which is recognized as one of the best drilled and most efficient private fire departments in this country. Several hundred employes are engaged in the division over which Mr. Finck has direct supervision, and he has the unqualified esteem and good will of all, being genial and unassuming in his association with those about him, though ever insisting upon the maintenance of good discipline. He has charge each year of the annual excursions given by the company to its employes and their escorts, numbering fully five thousand, and as "admiral" of the excursion fleet he has given dispensations which have made the annual outings a source of unrivaled pleasure to all concerned.

On the 25th of November, 1902, Mr. Finck was united in marriage to Miss Mary Shaughnessy, daughter of the late Patrick Shaughnessy, of Detroit. They have no children.

Mr. Finck is an appreciative member of the Sons of the American Revolution, being a member of the board of managers of the Michigan Society. He is also an active member of the Society of Colonial Wars, and the historical societies of Herkimer and Montgomery counties, New York. He takes justifiable pride in the family history and in the generic history of the nation which has honored and been honored by those who have borne the name of Finck and by several of his ancestors who were prominent among the earliest pio-

neers in New England. He is a stockholder in Parke, Davis & Company and was until recently vice-president of the Detroit Regalia Company. As a citizen he has exhibited liberal public spirit, and he has been reasonably prominent in political and municipal affairs in Detroit. He is an uncompromising Republican and has in many ways rendered effective service in the party cause. He served as a committeeman in the Wayne County Business Men's Republican Club and a member of the executive committee of the Detroit Municipal League. He also served as a member of the executive committee of the citizens' street-railway committee appointed by Mayor Codd. Mr. Finck was appointed professor of practical pharmacy in the Detroit College of Medicine in 1891.

He was, years ago, active in athletic affairs, as an amateur base-ball pitcher, tennis player and expert bicycle rider. He was secretary and lieutenant in the old original Detroit Bicycle Club. He is now an enthusiastic automobile driver.

JOHN T. SHAW.

Shortly before attaining to his legal majority Mr. Shaw entered the service of the First National Bank of Detroit, with whose executive affairs he has since been consecutively identified and of which great institution, most notable, both historically and financially, he is now vice-president,—a preferment which indicates how well he has applied his energies and abilities and to how great a degree he has the confidence and esteem of the stockholders and directors of the bank. For more than thirty years he has thus been intimately concerned with banking interests in the Michigan metropolis, and in no insignificant sense has he contributed to upholding the essentially impregnable prestige of Detroit in a financial way. He is honored by and honors the great banking house to whose service his entire business career has been devoted, and he is eminently entitled to consideration in this publica-



John T. Shaw.

tion as one of the leading financiers of the state and one of the representative citizens of the fair "City of the Straits."

Mr. Shaw was born at Plymouth, Wayne county, Michigan, on the 30th of July, 1854, and is a son of John and Mary (Maiden) Shaw, the former of whom was born at Whysall, Nottinghamshire, England, and the latter near Farmington, Oakland county, Michigan. When the subject of this sketch was about thirteen years of age he entered the Northville, Union school, to which school he is indebted for his early educational discipline, including a course in the high school.

John T. Shaw came to Detroit, in 1876, the centennial year of our national independence and the one which marked the virtual initiation of his own independent career. On the 1st of April, 1876, he became bookkeeper in the First National Bank, retaining this position until he succeeded E. C. Bowman, upon the latter's retirement from the position of discount clerk. From this office he thereafter rose through various grades of promotion until finally, on the 10th of January, 1893, he was appointed cashier of the bank. Of his advancement to this important office Wendell's history of banks and banking in Michigan speaks as follows, and the words, as coming from Mr. Emory Wendell, who was so long president of the institution, are especially significant and apropos: "He availed himself of his opportunity to familiarize himself with the workings of the bank, and so came to its management thoroughly equipped for the responsibilities incident thereto, and enjoying the full confidence of the directors."

On the 10th of January, 1899, he was elected a director and vice-president of the bank, while still retaining the office of cashier, and of these three positions he continued to be the incumbent until the death of the honored president, the late Dexter M. Ferry, when he was recognized as the normal candidate for the presidency, to which he was elected on the 19th of November, 1907. Mr. Ferry is the subject of an individual memoir in this vol-

ume, and in the department devoted to the banking and other financial interests of Detroit and Wayne county is also given a review of the history of the First National Bank.

The career of Mr. Shaw has been somewhat unique, and yet has represented but the faithful application of definite powers to the accomplishment of the work to which he has set himself. Through his own efforts he has attained to a large measure of material success and to a high reputation as a financier and business man, and the while he has stood for progressiveness and loyalty in all that makes for good citizenship. It is no insignificant thing to stand at the head of so great an institution as the First National Bank, and such precedence stands as its own voucher for sterling character as well as definite ability.

Since the consolidation of the First National and Commercial National Banks, under the title of the First National Bank of Detroit, Mr. Shaw has held the office of vice-president and cashier.

OLIVER BOURKE, JR.

One of the well known and distinctively popular officials connected with the Detroit postoffice is Oliver Bourke, Jr., who is superintendent of carriers and who has most effectively handled the work of his important department, whose service most closely touches the general public.

Mr. Bourke is a native of the city of Detroit, where he was born on the 14th of July, 1865, being a son of Oliver and Henrietta Alicia Bourke, the former of whom was born in Heathfield House, County Mayo, Ireland, and the latter in Clane, Ireland. Mr. Bourke received his early education in the public schools of Detroit and under the instruction of private tutors. On the 1st of February, 1881, he became an employe in the local postoffice, George C. Codd having been postmaster at the time. His first service was as registry clerk, and for eight years he was in charge of this department at night. In 1889 he was promoted to the position of assistant chief clerk of the de-

livery division, in which capacity he served until 1892, when he was appointed assistant superintendent of the city-delivery department. Shortly afterward he was detailed as superintendent of carriers and collectors and in 1904 he was promoted to his present office of superintendent of carriers, in which position he has done much to systematize the work of his department and bring it up to the highest possible point of efficiency. He now has under his supervision two hundred and eighty-five regular carriers and thirty-nine extras, and within his connection with the carriers' department the bulk of mail handled therein has been increased four-fold. Mr. Bourke has served under the regimes of the following named postmasters and is one of the veterans of the official corps of the office: George C. Codd, Alexander Copeland, Elwood T. Hance, John J. Enright, Freeman B. Dickerson, and Homer Warren.

Mr. Bourke was for six years a member of Company D, Detroit Light Infantry, and in 1893 he was elected captain of the City Greys, but declined to qualify for the office, though he served six months as first lieutenant in his company. He is an able tactician and has taken great interest in military affairs, often serving as a drill master. Of later years his official duties at the postoffice have prevented his giving any considerable attention to the militia. Both he and his wife are communicants of St. Paul's church, Protestant Episcopal.

On the 26th of October, 1892, was solemnized the marriage of Mr. Bourke to Miss Esther K. Jaquith, daughter of the late Meriton P. Jaquith, a well known insurance man of Detroit, and grand-niece of the late Amasa Rust, one of the pioneer lumber barons of the Saginaw valley. Mr. and Mrs. Bourke have three children,—Esther H., Marion G., and Charlotte V.

GEORGE H. PAINE.

As one of the definite factors in connection with the upbuilding of the "greater Detroit," George H. Paine has been prominent. He was

born in the city of Saginaw, Michigan, on the 18th of January, 1858, and is a son of Asa H. and Jane (Hutchinson) Paine. To the public schools of his native city Mr. Paine is indebted for his early educational discipline, and at the age of sixteen years he assumed a clerical position in the law offices of Wisner & Draper, of Saginaw, under whose preceptorship he read law, being admitted to the bar in 1879. In 1880 he was appointed assistant prosecuting attorney of Saginaw county, and prior to his admission to the bar he served as clerk of the circuit court.

In 1882 Mr. Paine located in Detroit, where he established himself in the practice of his profession, but after five years devoted himself exclusively to the promotion of industrial enterprises. In 1889 he was identified with the organization and incorporation of the National Loan & Investment Company, of Detroit, of which he became the first secretary and general manager, and he continued in this office until April, 1899, when he resigned. In 1896 he was the leading spirit in effecting the organization of the Firestone Rubber Tire Company, of which he became one of the largest stockholders and was the first president. In 1899 he again came to the forefront as an effective promoter, bringing about the organization and incorporation of the Consolidated Rubber Tire Company, which was capitalized at over \$5,000,000, and absorbed the business of the Firestone and other important concerns in the same line of enterprise. In 1900, with Sherman R. Miller and John W. Leggett, he organized the W. F. Stimpson Company, which purchased the plant and business of the Computing Scale Company, of Elkhart, Indiana, and of this newly organized corporation he became president. In 1902 he was one of the principal organizers of the Computing Scale Company of America, a three million dollar corporation, of which he was elected vice-president and managing director of the Stimpson plants controlled by the corporation, which also absorbed the business of the Dayton Computing Scale Company, of Dayton, Ohio, and the Money-

weight Scale Company, of Chicago. In 1903 Mr. Paine became associated with Sherman R. Miller in the purchase of the control of the Incandescent Light & Stove Company, of Cincinnati, of which he has since been treasurer. In 1908 he purchased Mr. Miller's interest. The concern is capitalized for one million five hundred thousand dollars and is the largest of its kind in the world. Mr. Paine has also been instrumental in the organization of several other important industrial corporations. He holds membership in the Detroit Country Club, the Detroit Driving Club, the Huron Mountain Club, the Chicago Athletic Club, and the National Arts Club, of New York city. In Oakland county, Michigan, Mr. Paine has a model farm of one hundred and fifty acres, known as "Cherry Tree Farm."

In April, 1893, Mr. Paine was united in marriage to Miss Sadie H. Burnstein, and they have two daughters,—Janet and Dorothy.

GEORGE B. RUSSEL.

A representative of one of the old, prominent and distinguished families of Detroit and recognized as one of the progressive young business men who are proving potent factors in forwarding the industrial advancement of the Michigan metropolis, George B. Russel is well entitled to consideration in this compilation. He is secretary and treasurer of the Seamless Steel Bath Tub Company, one of the large and important industrial concerns of Detroit, and to this corporation he gives the major portion of his time and attention.

Mr. Russel is a native of Detroit, where he was born on the 8th of June, 1873, and he is a son of George H. Russel, one of the city's prominent capitalists and influential citizens and one to whom a special sketch is devoted on other pages of this work, so that a recapitulation of the family history is not demanded at the present juncture. After completing the curriculum of the public schools of his native city Mr. Russel was matriculated in the University of Michigan, in which he was grad-

uated as a member of the class of 1895 and from which he received the degree of Bachelor of Arts. In 1896-7 he was a student in the law school of Harvard University, withdrawing at the end of his first year. After leaving Harvard he became the general agent for Michigan of the American Finance & Securities Company, of New York, with headquarters in Detroit, and this incumbency he retained until 1904, when he resigned to become one of the organizers of the Detroit Seamless Steel Bath Tub Company, the promotion of which was entrusted mainly to him. In 1904 he was elected secretary and treasurer of the company, and its financial and general accounting departments have since been under his able supervision. In business circles he has gained a reputation which is not the result of influential family connections or extraneous prestige. He is a thorough and painstaking administrative officer and has had large experience in the handling of financial affairs. A description of the company and business with which he is identified is given in another department of this publication.

In politics Mr. Russel is aligned as a staunch supporter of the cause of the Republican party, and he is identified with the Detroit Board of Commerce, the Detroit Club, the Detroit University Club, the Country Club, and the Detroit Automobile Club, besides maintaining affiliation with the Delta Kappa Epsilon fraternity of his alma mater, the University of Michigan.

HENRY J. RENTE.

Elsewhere in this publication appears a review of the business of the American Radiator Company, with especial reference to its Michigan plant, of which Mr. Rente is the assistant manager, being recognized as an able executive and reliable and progressive business man, so that he is well entitled to consideration in this volume, in which definite recognition is accorded especially to those who are contributing to the upbuilding of the "Greater Detroit."

Mr. Rente is a native of the city which is

now his home, and was born on the 17th of March, 1862. He is a son of Frederick W. and Augusta (Hoche) Rente, both of whom were born in Germany. Their marriage was solemnized in this city in 1859. The father became identified with the manufacturing of wire cloth, being employed in the old Snow Iron Works, which later were operated under the title of Snow & Barnum. He continued to be identified with this line of enterprise until he had attained to the age of sixty-seven years, after which he lived virtually retired until his death, which occurred in 1891. He is survived by his wife and five children.

Henry J. Rente, the immediate subject of this review, secured his rudimentary education in a parochial school of the Evangelical church and later continued his studies in the public schools of his native city. He also availed himself of the advantages of night schools for some time and in 1884 he was graduated in the Detroit Business University. For a time he was a clerk in the drug store of B. E. Sickler, with whom he remained for about one year, after which he entered the establishment of the E. T. Barnum Wire & Iron Works, where he learned the trade of wire weaving, becoming specially expert and operating one of the first steam looms utilized in the business. After being thus employed for a period of four years Mr. Rente served an apprenticeship at the machinist's trade, in the works of the Detroit Safe Company, and in 1887 he secured employment as a machinist in the plant of the Michigan Bolt & Nut Works, of Detroit. In February, 1889, he accepted a position with the Michigan Radiator & Iron Manufacturing Company, in whose plant he became a tool-maker and general machinist. In 1892 he was promoted to the position of foreman of the machine shop. In 1900 he resigned this office and associated himself with Joseph C. Jacques, Edward Wieber and Louis Risser and organized the Detroit Iron Manufacturing Company, of which he became president and general manager. The company was incorporated with a capital stock of ten thousand dollars and its

functions were a general jobbing business in the foundry line. In 1901 Mr. Rente retired from this company and became forwarder of the Michigan plant of the American Radiator Company, successor to the Michigan Radiator & Iron Manufacturing Company, with which he had previously been identified. Since 1904 he has been assistant manager of the plant, as is indicated in the article descriptive of the company and its business. He is a loyal member of the Detroit Commercial Club, is a Republican in politics, is affiliated with the Independent Order of Odd Fellows and the Loyal Guards, and both he and his wife attend St. James' church, Protestant Episcopal.

In February, 1893, Mr. Rente was united in marriage to Miss Margretta V. Watson, daughter of Edward C. Watson, of Detroit, and they have three children,—Henry Watson, Sidney Raymond, and Edna.

ALBERT H. ROEHM.

A member of one of the prominent and representative families of Detroit and numbered among the city's enterprising and public-spirited business men, Mr. Roehm is incumbent of the office of treasurer and general manager of the Detroit Carriage Company, data concerning which appear on other pages of this work.

Mr. Roehm is a native of Detroit, where he was born on the 5th of December, 1863, and he is a son of Herman and Caroline (Rich) Roehm, the former of whom was long and prominently identified with important business enterprises in Detroit, where he still maintains his home and where he is now living essentially retired from active business. His wife is deceased.

The subject of this sketch is indebted to the excellent public schools of Detroit for his early educational training, and he initiated his business career when sixteen years of age, by entering the employ of Roehm & Davison, wholesalers in carriage hardware, of which firm his father was the senior member. He became city buyer for this firm, and he retained this

position for a period of two years. In 1881 he became entry clerk in the wholesale hardware establishment of Ducharme, Fletcher & Company, and in the following year he accepted a position with W. H. Edgar & Company, wholesale dealers in sugars. With this latter concern he served as shipping and billing clerk until 1885, in which year he assumed a position in the stock rooms of the Detroit Electrical Works. In 1887 he was promoted to the position of general inspector in the manufacturing department of this corporation. In 1889 Mr. Roehm became assistant superintendent in the factory of the Rumsey Manufacturing Company, and when the same was succeeded by the Detroit Carriage Manufacturing Company he identified himself with the latter in the capacity of superintendent, his honored father having been president of the company. This company was in turn succeeded by the Detroit Carriage Company, and as treasurer and manager of the latter the subject of this sketch has proven an admirable executive officer. He has the general management of the sales and manufacturing departments and has been a forceful factor in promoting the large and substantial business now controlled by the company. He takes pride in the giant strides which his native city is making along industrial and commercial lines and is a firm believer in the "Greater Detroit." He is a member of the Detroit Board of Commerce, is a Republican in his political allegiance and is affiliated with the Masonic fraternity, in which he holds membership in Palestine Lodge, No. 357, Free & Accepted Masons, and Peninsular Chapter, No. 16, Royal Arch Masons.

In addition to his interests in the Detroit Carriage Company Mr. Roehm is secretary of the Spider Lake Mining Company, in Ontario, Canada, and secretary and a member of the directorate of the Michigan Storage Battery Company, of Detroit. As a business man he is signally alert and aggressive, and his influence is felt distinctively in each of the corporations with which he is identified.

On the 2d of January, 1886, Mr. Roehm was united in marriage to Miss Mary Gackle, daughter of Adam Gackle, a well known citizen of Berlin, Ontario.

EDWARD A. SUMNER.

The Detroit plant of the American Radiator Company is one of the important departments of this great concern, having a force of six hundred men, and the local business of the company has as its able manager Edward A. Sumner, who is one of the aggressive and enterprising business men of the Michigan metropolis.

Mr. Sumner was born in the city of Jackson, Michigan, on the 26th of October, 1874, and is a son of Edward A. and Florence (Bingham) Sumner, the former a native of Massachusetts and the latter of Michigan. The father was for many years identified with the Withington & Cooley Manufacturing Company, one of the leading industrial concerns of Jackson, and he was treasurer of the company until 1889, when he formed the Detroit Radiator Company and removed to Detroit.

The subject of this review was accorded the advantages of the public schools of his native city, and in 1893 he entered the celebrated Massachusetts Institute of Technology, in the city of Boston, in which institution he was enrolled three years.

In 1896 Mr. Sumner located in Detroit and served an apprenticeship in the foundry, core, machinery and laboratory departments of the plant of the Radiator Company. In 1899-1900 Mr. Sumner had charge of placing in operation the company's plant at Dole, France. In August, 1900, he returned to the United States and was given a position in the general offices of his company, in Chicago. Later he was made secretary of the operating board of the company, and in this office he had general charge of the foundry end of the various plants owned by the company. On the 1st of December, 1901, he was appointed manager of the Detroit plant, and of this office he has since

remained incumbent. Under his effective supervision the output of the plant has been increased twenty per cent., and the business has otherwise been brought up to a high standard. The annual disbursement of the Detroit plant in wages aggregates three hundred and fifty thousand dollars.

In politics Mr. Sumner gives his allegiance to the Republican party, and he is identified with a number of representative social and business organizations in Detroit, including the University Club, the Detroit Club, the Country Club, the Detroit Boat Club, the Racquet and Curling Club, the Loyal Legion, and the Board of Commerce, of which he is second vice-president. He and his wife are communicants of the Protestant Episcopal church, and are members of the parish of Christ church, on Jefferson avenue.

On the 28th of October, 1905, Mr. Sumner was united in marriage to Miss Ernestine D. Tappey, daughter of Dr. Ernest T. Tappey, one of the leading physicians and surgeons of Detroit.

Reverting to the late Edward A. Sumner, Sr., father of the subject of this sketch, it may be said that he came from Massachusetts to Michigan in 1865, and located at Jackson, where he became a prominent and influential factor in industrial and civic affairs. He had rendered loyal service as a defender of the Union in the civil war, having been first lieutenant of his company in the Forty-third Massachusetts Volunteer Infantry. In 1889 he removed to Detroit, where he became associated with George H. and Walter S. Russel, Charles Stinchfield and Charles H. Hodges in the organization and incorporation of the Detroit Radiator Company, of which he was treasurer and general manager until the plant and business were purchased by the American Radiator Company. Of this company he was elected second vice-president and a director, and he retained these offices, together with that of manager of the Detroit plant, until 1900, when he retired from active business. He died at St. Augustine, Florida, on the 21st of April, 1905.

He was a man of sterling integrity and distinctive ability. His life was one of usefulness and honor and he ever commanded the confidence and esteem of his fellow men. His political support was given to the Republican party. He was a member of the Detroit Club, the Prismatic Club, the Detroit Boat Club, the Country Club, the Grand Army of the Republic and the Loyal Legion.

ANTHONY SEEGER.

One of the native sons of Detroit who has here found ample scope for the exercise of his abilities and energies and who has here attained to a position among the representative young men identified with the city's industrial interests, is Mr. Seeger, who is secretary and treasurer of the Posselius Brothers Furniture Manufacturing Company, of whose plant and business description is given in another department of this compilation. In its respective field the concern is one of the most important in the city, and it is most consonant that this work take cognizance of those who have executive control and direction of the enterprise.

Anthony Seeger was born in Detroit, on the 6th of July, 1870, and is a son of Frederick and Elizabeth Seeger, both of whom were natives of Funke, Germany, whence they came to America when young folk. Frederick Seeger left his native land in 1846 and immigrated to the United States. He located in Detroit in the year mentioned and here learned the carpenter's trade, to which he devoted his attention for many years, during about a decade of which he was engaged in contract work in the copper regions of the upper peninsula of Michigan, where he passed the major portion of his time between the years 1860 and 1870, in which latter year he returned to Detroit. Here he was for some time in the employ of the Voigt Brewery Company, and he was also engaged in the retail liquor trade at the corner of Second street and Grand River avenue. He was a staunch and enthusiastic supporter of the cause of the Democratic party, and did efficient

service for the same, though he never sought the honors or emoluments of public office of any kind. He was well known in Detroit and was honored for his sterling integrity and loyal citizenship. His death occurred on the 30th of June, 1907, and he survived his devoted wife by about ten years, since she passed away in 1897. Of their children the following brief data are given: Theresa is the wife of Frank Schoenherr, a successful cigar manufacturer of Detroit; Josephine is the widow of John C. Posselius, who was one of the interested principals in the Posselius Brothers Furniture Manufacturing Company; Anna is the wife of David Hunt, a contracting brick mason of Detroit; Clara is the wife of Oscar L. Buchler, traveling salesman for S. Rothschild & Brother, of Detroit; Louise G. is the wife of John S. Thomas, a traveling representative for the Posselius Brothers Furniture Manufacturing Company; Frank is a successful farmer in Deerfield township, Wayne county, this state; and Anthony is the immediate subject of this review.

Anthony Seeger secured his early educational training in the public schools of Detroit, and later attended the Detroit Business University, where he completed a commercial course. Prior to entering this institution, however, he had, when but thirteen years of age, become an apprentice to the trade of wood carving, in the establishment of A. Posselius & Brother. After leaving the business college he again identified himself with the same concern, being employed in the factory about six months and then becoming a salesman in the company's store, in 1887. When a reorganization of the firm was made under the title of F. Posselius & Brothers, on the 1st of January, 1890, he again found employment in the factory, and later he became bookkeeper of the concern, at the time of its incorporation under the present title, August 1, 1890. This office he retained until 1900, when he was elected secretary and treasurer of the company,—a preferment which he had justly earned through his able and assiduous efforts. This dual office

he has since retained and his executive talent comes into play to the furtherance of the interests of the company in every department, including that of sales, of which he has direct charge. Since the incorporation of the company the business has increased in volume by fully four hundred per cent.

Mr. Seeger is aligned as a stalwart supporter of the principles and policies of the Democratic party, and he is affiliated with Kilwinning Lodge, No. 297, Free & Accepted Masons, of which he is senior warden at the time of this writing, in 1908.

On January 24, 1895, Mr. Seeger was united in marriage to Miss Betha L. Gibbings, daughter of Thomas P. Gibbings, a well known contractor and builder of Detroit. The children of this union are: Edith G., who was born November 18, 1895; Florence L., who was born May 24, 1901; and Marion H., who was born August 22, 1905.

ERNEST G. SWIFT.

In another department of this publication is entered a review of the history of the great concern of Parke, Davis & Company, the largest manufacturers of pharmaceutical preparations in the world, and it is needless to say that the corporation is one which has had a ponderous influence in furthering the commercial advancement and priority of Detroit. In the same connection it is but consonant that mention also be made of those prominently identified with the management and control of the great enterprise. Of this number Mr. Swift is one, since he is the incumbent of the responsible and exacting position of general manager of the institution.

Ernest G. Swift was born at Rawdon, province of Quebec, Canada, on the 14th of February, 1861, and is a son of Thomas and Alice (Sadler) Swift, of English ancestry. Thomas Swift was a farmer in the province of Quebec, where he was reared and educated and where his entire life was passed. His ancestors were numbered among the early settlers in the

vicinity of Rawdon. Ernest G. Swift received the advantages of the public schools of his native town, and when fourteen years of age he entered the employ of the wholesale drug house of Lymans, Clare & Company, of Montreal. In 1878, while thus engaged, he was matriculated in the Montreal College of Pharmacy, from which institution he was graduated as a member of the class of 1882.

In 1883 he identified himself with Parke, Davis & Company, and here he won steady advancement, receiving several promotions prior to 1892, when he was awarded the office of manager of the Canadian business of the concern, with headquarters at Walkerville, Ontario. Under his direction the Canadian organization developed and prospered to such an extent that upon the death of William M. Warren, in November, 1903, he was elected to succeed the latter as general manager of the corporation.

The institution has a corps of thirty-five hundred employes, besides three hundred and fifty traveling representatives, and a strong and sure directing hand is needed at the helm. Without special advantages or influence Mr. Swift has won his advancement, and withal he has shown himself signally free from ostentation and undue show of authority. He has the confidence and good will of the army of employes and is recognized as a sane, careful and conscientious business man of marked executive ability. He is a member of the Detroit Board of Commerce and is in full sympathy with its high civic ideals and commercial co-ordination of work. In politics he gives his allegiance to the Republican party, and he holds membership in the Detroit Club, the Detroit Country Club, the Detroit Boat Club, the Old Club at St. Clair Flats, the New York Drug Club, and the Chicago Drug Club. He and his wife are members of the Jefferson Avenue Presbyterian church.

In July, 1887, was solemnized the marriage of Mr. Swift to Miss Alice C. Cope, daughter of Phillip Cope, a representative contractor of

Rome, New York. They have three children, —Herbert D., Clarence B., and Leroy E.

In conclusion is entered the following estimate which appeared in one of the leading Detroit daily papers of recent date: "It requires no small amount of ability and energy to successfully manage the affairs of a concern of such magnitude as Parke, Davis & Company. Add to this the functions of secretary, and life becomes more strenuous. In spite of the burdens thus imposed Ernest G. Swift finds time to devote to editorial duties, being publisher of the *Bulletin of Pharmacy* and the *Therapeutic Gazette*."

CYRENIUS A. NEWCOMB.

In the enlisting of men of so notable enterprise, ability and integrity in the furtherance of her commercial and industrial activities is mainly due the precedence and great material prosperity of Michigan's metropolis, and the Newcomb, Endicott Company has been especially prominent and potent in its sphere of operations, building up an enterprise which is paramount in extent and importance to any other of similar character in this favored commonwealth of the Union. The great retail store conducted by this firm dates its foundation back nearly two score of years, and the subject of this brief sketch was one of the founders of the business, with which he has been actively identified from the time of its inception to the present. The firm has not only kept pace with the march of progress but has been a leader in the advancement, its establishment standing at the forefront at each consecutive stage of development in the civic and commercial affairs of the city in which it is located. The reputation of the firm extends throughout the entire state, into the most diverse sections of which its trade penetrates. It has become trite in later years to speak of the young man as the dominating force in business, but in the light of sober investigation it will be found that the substantial business interests of the country have been conserved



C. A. Newcomb

and broadened under the control of men of ample experience and past the stage of comparative youth. Thus Mr. Newcomb, still in the harness, has attained to the psalmist's span of three score years and ten, but none can doubt that his powers to-day show no diminution, but rather have been strengthened and matured by his long years of faithful and able service in the commercial field. He has never been inferior to any emergency confronting him, is positive as an individual and has clearly shown the qualities of leadership. As substantial voucher for this stands the magnificent business enterprise with which he is identified.

The lineage of the Newcomb family is of ancient and distinguished order, and authentic records trace the genealogy in England back to the twelfth century. The Harlein manuscripts in the British Museum record the names of the Newcombs of Devonshire from the year 1189. So far as reliable data are obtainable, the first representative of the family in America was Captain Andrew Newcomb, who was a resident of Boston, Massachusetts, in 1663, having probably immigrated to the new world either from Devonshire, England, or from Wales. The name became prominently identified with the annals of New England and eastern Canada in the colonial era, and in later generations have been scions who have attained to distinction in public life, in the professions, as scientists and as business men of exceptional acumen and strength. In an early day the family were seized of large tracts of land at Martha's Vineyard and other sections of New England, even including historic Arcadia, to which point they were drawn by reason of the attractions offered under the provisions of the English monarch's proclamation of 1761, the French having been driven from their homes in that idyllic region without regard to their inherent rights. The sternest Puritanism was represented by the Newcombs of the early days, but in later years members of the family became identified with the Presbyterian and Methodist churches, while at the

present time, as a matter of course, various other denominations claim their adherents from this sturdy stock. It may be said, after a survey of the generic family history, that a high order of intellectuality has characterized the Newcombs in the several generations in America. As has been written, "Several were college graduates at an early day, and the ministerial, editorial and educational professions, as well as the guild of authors, are all represented in the connection, and some of the family have made large gifts to schools and colleges. Travelers and scientists of note are also in the genealogical list." Representatives of the family were found enlisted as loyal soldiers in the Continental line during the war of the Revolution, while others remained faithful to the British crown and were found arrayed under its banner. In the war of 1812 and also that of the Rebellion the military prestige and patriotism of the Newcombs was not allowed to flag, being shown forth in valiant military service.

Cyrenius Adelbert Newcomb, the immediate subject of this sketch, was born at Cortland, New York, on the 10th of November, 1837, being a son of Colonel Hezekiah and Nancy (Rounds) Newcomb, both of whom were born in Franklin county, Massachusetts. The former was a son of Hezekiah Newcomb, who was a prominent and influential citizen of northwestern Massachusetts, in whose general court or legislature he represented Bernards-town and Leyden for more than a score of years. Colonel Hezekiah Newcomb likewise became a valued member of the legislature of the old Bay state, and after his removal to New York he became a prominent figure in its militia, in which he was commissioned a colonel. He was a man of fine mentality and no little erudition, having been a successful and popular teacher for a number of years and having also followed the profession of civil engineering, making many important surveys in the state of New York. He acquired a valuable landed estate and was a man uni-

formly esteemed and respected by his fellow men. Both he and his wife were members of the Universalist church, and his political support was given to the Whig party. He died at Cortland, New York, as did also his cherished and devoted wife.

The subject of this sketch was afforded the advantages of the common schools of his native state and was later sent to Massachusetts to continue his educational discipline, in the meanwhile having had the beneficent surroundings of a cultured and refined home. In 1861 he was graduated in the Massachusetts state normal school at Bridgewater. He initiated his business career at Hannibal, New York, and when twenty years of age he went to Taunton, Massachusetts, where he assumed a clerical position in the dry-goods establishment of N. H. Skinner & Company, being thus employed for a period of nine years, at the expiration of which he was admitted to partnership in the business. Two years later, however, he withdrew from the firm, having decided to try his fortunes in the west.

In 1868 Mr. Newcomb took up his residence in Detroit, with whose civic and business affairs he was destined to become most prominently identified, and shortly after his arrival he became associated with Charles Endicott in the purchase of the well established dry-goods business of James W. Farrell. At this time the title of Newcomb, Endicott & Company was adopted, and it has remained virtually unchanged to the present. With interests of mutual order and with their business affairs further cemented by the strongest and most inviolable of personal friendship, Messrs. Newcomb and Endicott continued their close relationship in the firm bearing their names until Mr. Endicott was called from the scene of life's endeavors, his death occurring on the 18th of January, 1896, after which his interest in the business was taken by others.

For one year after the purchase of their business the firm of Newcomb, Endicott & Company remained in the original location,

the Merrill block, on Woodward avenue, and they then removed to the then new Detroit Opera House building, facing the Campus Martius, where they occupied the ground floor. In view of conditions in Detroit to-day it seems strange to revert to the fact that at that time this location was considered much removed from the general retail center, which was more nearly at Jefferson avenue. In these quarters the firm continued business for a full decade, at the expiration of which, in 1879, they again led the van in the movement of business to the north on Woodward avenue, taking possession of the large and substantial building erected for their use by D. M. Ferry, on the east side of the avenue and just north of State street. The building has since been enlarged and remodeled to meet the ever increasing demands for larger accommodations.

As indicative of the increase in the business of the concern from the time of its founding, the following pertinent figures are offered: In 1868 the transactions of the firm represented \$145,000; in 1878, \$457,298; in 1888, \$1,189,003; in 1898, \$1,229,421; and in 1906, \$2,233,910. Employment is given to more than six hundred persons, and the salary roll represents the expenditure of six thousand dollars each week. A most cordial feeling is manifest between the employers and their employes, and this makes for the effective service for which the house is so well known. The firm was the first to institute the plan of closing at six o'clock in the evening, and has been the leader in other meritorious innovations and advances.

In February, 1903, the business was incorporated under the laws of the state, with a capital stock of five hundred thousand dollars, and the officers of the corporation are as follows: Cyrenius A. Newcomb, Sr., president; George T. Moody, first vice-president; H. Byron Scott, second vice-president; Cyrenius A. Newcomb, Jr., secretary; and John Endicott, treasurer. These officers, with Howard R. Newcomb, constitute the board of direc-

tors. The subject of this sketch is likewise vice-president of the Anderson Carriage Company.

In politics Mr. Newcomb is aligned with the Republican party in so far as national and state issues are involved, and in local affairs he maintains an independent attitude. He has long been an ardent advocate of the cause of temperance and has been especially active in its work, realizing the demoralizing power of the liquor traffic and being animated by true humanitarian principles. He was one of the organizers of the Universalist church in Detroit, and made liberal contributions toward the erection of its beautiful edifice. As a citizen he has ever been loyal to the best interests of Detroit, whose moral, civic and material welfare he has done all in his power to promote. His reputation in the business world is unassailable and to him is accorded the fullest measure of popular confidence and esteem in the city which has so long been his home and in which he has so worthily won his splendid success.

On the 12th of November, 1867, Mr. Newcomb was united in marriage to Miss Mary E. Haskell, a daughter of William R. Haskell, of Hartford, Connecticut, and they became the parents of four children, namely: William Wilmon, who is a successful physician and well known in the scientific world as an entomologist; Cyrenius Adelbert, Jr., who is secretary of the Newcomb, Endicott Company, as already noted; Mary Queen, who is the wife of William E. Fuller, Jr., of Fall River, Massachusetts; and Howard Rounds, who is one of the department managers of the Newcomb, Endicott Company. Mrs. Newcomb was summoned to the life eternal on the 17th of November, 1887, having filled a secure place in the social and religious life of the city. On the 20th of September, 1899, Mr. Newcomb contracted a second marriage, being united to Miss Mary Sharp, his present companion and one who presides with gracious dignity over their attractive home.

LOUIS W. SCHIMMEL.

A native of Detroit who has here attained to success and prominence as an enterprising and substantial business man and public-spirited citizen, is Louis W. Schimmel, secretary and general manager of the Tivoli Brewing Company, a description of whose business is given within the pages of this volume. Mr. Schimmel was born in Detroit on the 9th of March, 1860, and is a son of Louis and Catherine (Boenewitz) Schimmel, both of whom were born at Hagen, province of Westphalen, Germany, where they were reared and educated. They were married in Detroit. They immigrated to America in the year 1850 and made Detroit their destination. The father was a furrier by trade and he at once secured employment in the establishment of the late Frederick Buhl, at that time the leading fur merchant of Michigan. A number of years later Mr. Schimmel located at St. Peter, Minnesota, where he engaged in the general merchandise business with his brother William and where he was measurably successful in his operations. In 1869 he returned to Detroit, where he continued to be identified with business affairs in the line of his trade until 1883, when he retired, passing the remainder of his long and useful life in this city, where he died on the 13th of December, 1890. His wife passed to the life eternal on the 24th of October, 1900, and they are survived by six children, namely: L. W. Schimmel, G. R. Schimmel, A. D. J. Schimmel, Oscar Schimmel, Mrs. A. Corbeille, and Lilly Schimmel.

Louis W. Schimmel, the immediate subject of this sketch, was afforded the advantages of the public schools of Detroit and also of the German-American Academy in this city, an admirable institution in its day. To further prepare himself for the active duties of life he completed a commercial course in the Goldsmith Business College, in which he was graduated in 1877. In the same year he became book-keeper for A. Williams & Company, dry-goods merchants, which position he held until

1881, when he engaged in the retail crockery business under the firm name of L. W. Schimmel & Company. He built up a prosperous business and continued in the active control of the same until 1885, when he disposed of his interests in the enterprise and returned to Detroit, where he entered the employ of Ekhardt & Becker, who here conducted a successful brewing business. He became bookkeeper for this firm and served in this capacity until 1898, when he resigned the office and became one of the three principals in the organization of the Tivoli Brewing Company, of which he has since been secretary and general manager, as is indicated in the article descriptive of the business, elsewhere in this work. He is a wide-awake progressive business man and loyal citizen, and has ever commanded confidence and esteem in the community which has represented his home during practically his entire life. His circle of friends in Detroit is limited only by that of his acquaintances, and all view with pleasure the success which he has achieved through his own well directed efforts.

In political allegiance Mr. Schimmel is aligned as a stalwart supporter of the cause of the Republican party, though he has never sought political preferment or prominence. In local affairs he is independent of strict partisan lines or domination. He is affiliated with Schiller Lodge, No. 263, Free & Accepted Masons, and Detroit Lodge, No. 34, Benevolent & Protective Order of Elks.

On the 4th of June, 1890, Mr. Schimmel was united in marriage to Miss Julia Kling, daughter of Philip Kling, who is the subject of a special memoir in this publication and who was the founder of the Philip Kling Brewing Company. Mr. and Mrs. Schimmel have one child, Clara, who is a member of the class of 1910 in the Eastern high school of Detroit.

JAMES J. SULLIVAN.

A progressive and popular representative of the industrial interests of Detroit is James J. Sullivan, founder of the Sullivan Packing

Company, of which specific mention is made on other pages of this work. He is one of the successful live-stock commission merchants of the Michigan metropolis and is also actively identified with the administrative affairs of the Sullivan Packing Company, of which he is president.

James J. Sullivan is a native of the state of Michigan. He was born at Birmingham, Wayne county, in 1858, and is a son of Jeremiah Sullivan, who remained a resident of Michigan until his death. Jeremiah Sullivan was born and reared in county Cork, Ireland, whence he immigrated to America as a young man, and he eventually became a successful farmer in the vicinity of Birmingham, Michigan. Both he and his wife were devout communicants of the Catholic church and were folk of sterling worth of character.

James J. Sullivan secured his early educational discipline in the district schools and was reared under the invigorating influences of the home farm. In 1875 he initiated his independent efforts as a buyer of cattle, and in this line of enterprise he has become a recognized authority, while his operations have been of large scope for many years past. He is one of the leading live-stock commission merchants of the Detroit and Buffalo stockyards, and he divides his time between these two cities. In 1895 he engaged in the packing and provision business, by founding the Sullivan Beef Company, and in 1899 his second son, Frank J. was admitted to partnership. The latter is now the secretary, treasurer and general manager of the thriving concern. The subject of this review is a member of the Buffalo live-stock exchange, as well as that of Detroit, and he has a wide acquaintanceship among the representative stock dealers of the country. He is an enterprising business man and loyal and public-spirited citizen, taking much interest in all that concerns the welfare of his home city. His political support is given to the Democratic party, and he and his family are communicants of the Catholic church, holding membership in the parish of Sts. Peter and Paul.

In 1878 was solemnized the marriage of James J. Sullivan to Miss Katherine Falvey, of Detroit. She is a daughter of Daniel Falvey, who was born in Ireland. Mr. and Mrs. Sullivan have seven children, concerning whom the following brief data are give: Mary is the wife of Thomas Thompson, of the firm of W. B. Thompson & Brother, of Detroit; James is associated with his father in the commission business; Frank J. is secretary and treasurer of the Sullivan Packing Company; Katherine, Lucile, Edith and Donald remain at the parental home.

EDWARD STANGE.

Among those prominently identified with business interests in the city of Detroit, is Mr. Stange, who is president of the American Brewing Company, specifically mentioned in this work, and who is known as a progressive and substantial business man and loyal citizen of the Michigan metropolis.

Mr. Stange was born in Nordhausen, kingdom of Saxony, Germany, on the 26th of October, 1842, and is a son of Charles Frederick Stange, likewise a native of Saxony. The father was a general mason by trade and followed this vocation in his native land until 1844, when he immigrated with his family to America and took up his residence in Detroit, where he engaged in the work of his trade and where he eventually became a successful contractor. He was a man of sterling integrity and was one of the well known and highly honored German-American citizens of Detroit, where he maintained his home for nearly two score of years and where his death occurred in 1882. Both he and his wife, who died in 1858, were consistent members of the German Reformed church.

Edward Stange is indebted to the public schools for his early educational training and in this city practically his entire life has been passed, since he was but two years of age at the time of the family immigration to the United States. In 1856 he entered upon an apprenticeship at the trade of book-binding,

in the establishment of Richmond & Backus, and he continued to follow this trade until 1864, when he became a clerk in a retail grocery, in which he was employed until 1868, when he engaged in the same line of enterprise on his own account, opening a modest store at the corner of Elizabeth and Beaubien streets. By close attention to business and by honorable methods he built up a successful enterprise and gained a position of financial independence. He continued in the grocery trade for many years, remaining in his original location until 1890, when he removed to the corner of Gratiot and Brush streets, where he gave his attention more especially to the manufacturing of vinegar until 1893, when he disposed of his business in that line. In 1890 Mr. Stange was one of the organizers of the Exposition Brewing Company, of which he was secretary and treasurer until 1892, after which he lived practically retired from active business until 1900, when he became one of the organizers and incorporators of the American Brewing Company, of which he was made a director. Upon the reorganization of the company, in 1902, he was elected its president, and of this office he has since remained the able and popular incumbent.

In politics Mr. Stange is a staunch adherent of the Republican party, and while he has never sought the honors or emoluments of public office he has at all times shown a lively interest in public affairs. He is a member of the German Salesmen's Association, and is past master of Schiller Lodge, No. 263, Free & Accepted Masons, which was organized in 1883, and of which he is a charter member. He is treasurer of the lodge at the present time, is identified with Scottish Rite Masonry, and is a member of Moslem Temple of the Ancient Arabic Order of the Nobles of the Mystic Shrine. He is the owner of valuable real estate in Detroit and takes deep interest in all that tends to conserve the civic, industrial and material advancement of the city which has represented his home from his childhood days to the present time.

On the 10th of November, 1877, Mr. Stange was united in marriage to Miss Minnie Brumme, daughter of the late Dr. Carl Brumme, who was a representative physician and surgeon of Detroit for many years. Concerning the children of Mr. and Mrs. Stange the following brief data are offered: Amelia is the wife of Edward M. Thurber, claim clerk in the Detroit offices of the Michigan Central Railroad; Dorothea is the wife of Otto Auger, who is employed by the American Brewing Company; Meta remains at the parental home; Frederick Carl is employed in the office of the American Brewing Company; and Hugo Alfred is at home.

ALEXANDER I. McLEOD.

Few citizens of Detroit are better known or enjoy a higher measure of popularity than Alexander I. McLeod, who has here passed the major portion of his life and whose activities have touched and entered many different fields. He has been incumbent of offices of distinctive public trust, has been identified in a prominent way with newspaper work, has been concerned with lake-marine navigation, and has been especially conspicuous in yachting circles. His friends are in number as his acquaintances, and their loyalty is fortified by appreciation of the canny traits which are his as a scion of staunch old Scottish highland stock. He is a representative of the historic clan McLeod, and in a collateral way of those of Stuart and Cameron.

The fact that Mr. McLeod is a native of the smallest state of the American Union has not militated against his "bigness," of intellect and soul, as all who know him can well testify. He was born in the city of Providence, Rhode Island, on the 2d of August, 1852, and is a son of Alexander and Janet (Reid) McLeod. His father was born in the highlands of Scotland, whence he came to America when a lad of sixteen years, having worked his passage on a sailing vessel and having first settled in Nova Scotia. There he learned the trades of ship carpenter and marine drafts-

man, and to these closely allied vocations he thereafter devoted his attention throughout his entire active business career, which was diversified by employment on land and sea. He made numerous voyages and incidental thereto visited many of the principal ports of the world. Finally he took up his residence in Providence, Rhode Island, where he became a successful shipbuilder. In the financial depression and panic of 1857 he met with severe losses, which greatly impaired the comfortable fortune which he had gained through energy and well directed efforts. Under these conditions he was moved to locate in the west, and in that year he came, with his family, to Michigan and took up his abode at Mount Clemens, Macomb county, where he engaged in shipbuilding on a modest scale. In 1859 he removed to Detroit, and here he was for many years superintendent of the shipyard of Campbell & Owen, which firm was succeeded by the Detroit Dry Dock Company, and the latter in turn by the present Detroit Shipbuilding Company, which is a branch of the American Shipbuilding Company. He continued a resident of Detroit until his death, which occurred in 1875, and was a man of sterling integrity, ever commanding the confidence and respect of all who knew him. His wife, who was a native of Paisley, Scotland, died in 1865, and of their four children three are living.

Alexander I. McLeod was afforded the advantages of the excellent public schools of Detroit, where he was reared to maturity, having been seven years of age at the time of the family removal to this city. At the age of eighteen years he entered service as a sailor on the Great Lakes, having been fond of the water from his boyhood days and having never as yet abated his love for the ever varying attractions of our great inland seas. At the age of nineteen years he withdrew from his lake-marine vocation to enter upon one of radically different order,—one in which he was destined to achieve no mediocre success and prestige. He entered the employ of the

old Detroit Advertiser and Tribune, and finally became a member of its reportorial force, in which connection he made so excellent a record that in 1872 he became a member of the editorial staff of the paper. This incumbency he retained until 1873 and he gained a reputation of being a forceful and vigorous writer, having a clear appreciation of news values and evincing distinctive and mature judgment as to matters of public and civic polity. In the year last mentioned Mr. McLeod received from Judge George S. Swift the appointment to the office of clerk of the recorder's court of Wayne county, and in this position he served until 1877, when he resigned to engage in business in an independent way. He became one of the organizers and incorporators of the Pierce Chemical Company, which engaged in the manufacturing of wood chemicals. The inventor of the processes utilized was Henry M. Pierce, who became president of the company, and Mr. McLeod was superintendent. He was identified with the enterprise about one year, at the expiration of which, in 1878, he became associated with Captain Augustus C. Donnelly in the operation of a line of packet steamers on the Ohio and Tennessee rivers. These boats plied between Cincinnati, Ohio, and Florence, Alabama, and Mr. McLeod was chief clerk on the "Ariadne," of Cincinnati, in which vessel he owned a one-fourth interest. From this enterprise he withdrew in 1882, in which year he returned to Detroit, where he entered the employ of the Evening News Company, and from 1885 to 1889 he was city editor of this popular daily. On the 1st of January, 1889, he became private secretary to Mayor Hazen S. Pingree, during whose excellent administration he continued incumbent of this position, from which he retired in 1895. In the autumn of the preceding year he had been elected treasurer of Wayne county, and that he ably handled the fiscal affairs entrusted to his supervision is best evidenced in the fact that he was chosen as his own successor in the election of 1896. He made many and effective improvements in the

system of handling the business of the treasurer's office (notably by the introduction of the Cashier System, which was adopted also by the water board and the receiver of taxes), and the plans which he thus formulated have since continued to be utilized by his successors in this responsible and exacting office. He retired from office in July, 1898. In politics Mr. McLeod is a stalwart in the local camp of the Republican party, and he has done effective service in its cause.

Mr. McLeod has been more or less intimately identified with lake-marine interests for many years, having been part owner of the composite steamer "John Owen," and of the steamer "Progress," in which latter connection he was vice-president of the Progress Transportation Company. In 1895 he became one of the organizers and incorporators of the Detroit Telephone Company, of which he was elected vice-president, besides being a member of its directorate. The successful work of this company is a matter of city and state history, and a review of its work and operations is not demanded in this connection, though it may be said that the subject of this sketch was a potent factor in building up the business of this important corporation. In 1897 he was concerned in the organization of the new State Telephone Company, of which he was vice-president up to the time of its consolidation with the Bell Telephone Company. In 1905 Mr. McLeod became one of the organizers and incorporators of the Maxwell-Briscoe-McLeod Company, which is engaged in the sale of automobiles and whose territory covers Michigan, Ohio, Kentucky, Tennessee, Alabama, Mississippi and Louisiana. The enterprise has been most successful and Mr. McLeod has been president and general manager of the company since 1906. He is also president of the Detroit Reduction Company, manufacturers of fertilizers, a director of the Chicago Reduction Company, of the Seaboard Portland Cement Company and of the Central Savings Bank of Detroit.

For a long term of years Mr. McLeod has

been one of the most prominent and enthusiastic figures in yachting circles on the Great Lakes, and the speedy boats with which he has been concerned have effectually trimmed the sails of many a worthy rival. In 1884 he served as vice-commodore of the Michigan Yacht Club, in 1898 as commodore of the Inter Lake Yachting Association, and for the year 1905 as commodore of the Detroit Yacht Club. He is the owner of the yawl "Frances A.," named in honor of his wife, and the same is a fine specimen of its type, being thirty-five feet in length and the winner of many races. In 1887 he was the head of the syndicate which built the "City of the Straits," constructed by the Detroit Dry Dock Company, from the design of Brady Wandell. This yacht has a long series of victories in hard fought struggles, with Commodore McLeod at the stick, the most notable of which was sailed in a snow storm, on Lake Erie, on November 21, 1888, and which resulted in a victory over the "Alice Enright," of Toledo, the then champion of the lakes of fifty-seven minutes over a thirty-mile course. Again in 1900, when the honor of Detroit seemed to be at stake, Commodore McLeod organized another syndicate, which built the famous forty-foot sloop "Detroit," which cleaned up everything in her class, finally going the long trip overland to San Diego, California, where she beat everything on the Pacific coast and won the trophy given by Sir Thomas Lipton. Mr. McLeod is one of the few surviving members of the old International Yacht Club, of which the late Kirk C. Barker was the commodore and leading spirit. In 1884 the subject of this review effected the organization of the Michigan Yacht Club, the immediate predecessor of the present Detroit Yacht Club, and largely through his efforts was secured from the board of park commissioners of Detroit the franchise and concession which made possible the erection of the club house on Belle Isle.

Mr. McLeod is a member of the Fellowship Club, the Bankers' Club, the Detroit Board of Commerce, the Detroit Motor Boat

Club, and a life member of the Detroit Yacht Club, besides being identified with the Inter-Lake Yachting Association. He holds membership in the Harmonie Society of Detroit and is affiliated with the various York and Scottish Rite bodies of the Masonic fraternity, in which he has attained to the thirty-second degree.

On the 28th of October, 1876, Mr. McLeod was united in marriage to Miss Frances A. Millington, daughter of John Millington, who was a leading architect in New York city, and they have one daughter, Frances Janet.

WILLIAM H. ELLIOTT.

This is a name that long represented a commanding power in the retail commercialism of Detroit, and the record of the life and labors of Mr. Elliott is without blot or stain. He was a man who made his own opportunities and lived up to their full possibilities. He was a man whose integrity was inviolable; whose ability in the administration of large affairs was most admirable, and whose hold upon the confidence and regard of the people of Detroit and the state of Michigan was secure. The great retail dry-goods store of which he was so long the head **still** perpetuates his name and accomplishment, as the business is conducted under the title of the William H. Elliott Company. He rose to prominence also in connection with financial institutions of leading order, and was a citizen whose services and influence were freely given in aiding such interests and movements as make for the general welfare of the community.

Mr. Elliott was born near Amherstburg, province of Ontario, Canada, on the 13th of October, 1844, and was a son of James and Elizabeth (Pastorius) Elliott, both of whom passed the greater portion of their lives at Kingsville, Essex county, Ontario, where the father was for many years engaged in the mercantile business and in the operation of a grist mill. The family of which he was a worthy scion was early founded in America and is



William H. Eust

one which has given to the work of the world men of force, ability and rectitude, as one generation has followed another on to the stage of life. The original America progenitor was Andrew Elliott, who immigrated from England in the year 1640 and became one of the settlers of Beverly, Massachusetts. He took a prominent part in the affairs of his community, as did also his descendants in the colonial and Revolutionary days. A number of representatives of the family were found enrolled as valiant soldiers in the Continental line during the war of the Revolution, and the annals of New England, that cradle of much of our national history, bear record of the worthy lives and deeds of many of the scions of this sterling stock. Thomas Elliott, grandfather of the subject of this memoir, settled at Amherstburg, Ontario, in the early part of the nineteenth century, and there he passed the residue of his life.

William H. Elliott was reared to the sturdy discipline of the farm, as his father was the owner of a well improved farm, which he operated in connection with his other enterprises. William H. attended the common schools until he had attained to the age of fifteen years, when he became a clerk in a general store in his native town. No undue dignity or emolument attached to his initial services in the field of practical business, but the mettle and ambition of the youth were definitely manifested early in his career. In 1864 he secured a clerkship in a small dry-goods store in Detroit, and two years later he became an employe of George Peck, whose name is written large on the record of merchandising and banking in the Michigan metropolis. In 1872 Mr. Elliott became a member of the firm of George Peck & Company, and this statement bears its own significance, in that it shows the appreciative estimate placed upon him by so able a business man as Mr. Peck. In 1880 Mr. Elliott retired from this firm and engaged in the same line of enterprise individually, at 139 Woodward avenue. He brought to bear indefatigable

energy, intelligent methods and thorough knowledge of the business, so that the enterprise soon became noted as one of the foremost of the kind in Detroit. In 1895 he erected the fine six-story building at the north-west corner of Woodward and Grand River avenues, and this has since been occupied by the great dry-goods establishment of which he was the founder and at whose head he continued until his death, which occurred on the 1st of May, 1901. It is not necessary to enter into specific details as to the upbuilding of the splendid enterprise which thus brought Mr. Elliott to a position as one of the leading merchants of the state, for the name and reputation of the house indicate all this with distinctive clarity. Mr. Elliott was one of the original directors of the Preston National Bank and long held this position, and he was also a member of the directorate of each the Union Trust Company and the State Savings Bank of Detroit. He was for some time a director and the treasurer of the Thompson-Houston Electric Light Company, was a trustee of Harper hospital and a director of the Dime Savings Bank.

Mr. Elliott was essentially a business man, but he was fully alive to all the duties of citizenship and his public spirit was of insistent and helpful type. His allegiance was given to the Republican party, of whose cause he was a stalwart supporter, though he never entered the arena of "practical politics." Governor Rich conferred upon him appointment as a member of the board of control of the state prisons and he was a delegate to the national convention of his party in 1892, at Minneapolis. He was called upon to serve as president of the Michigan Club, a strong factor in Michigan politics, and he was also identified with leading social organizations in his home city, including the Detroit Club, the Country Club, and the Lake St. Clair Fishing & Shooting Club. He was the owner of a fine stock farm in Oakland county and gave to the same much attention.

In 1870 was solemnized the marriage of

Mr. Elliott to Miss Lena Caverly, who died in March of the following year. On the 21st of April, 1875, he wedded Miss Susan Fidelia Hogarth, a daughter of the late Rev. William Hogarth, D. D., a former and venerated pastor of the Jefferson Avenue Presbyterian church, Detroit. Of this church Mr. Elliott was a zealous member and supporter, as is also his widow, who still retains her home in Detroit. Mr. Elliott stood "four-square to every wind that blows," and his life was one of signal usefulness and honor. He was generous and considerate in his intercourse with others, and many a deed of unostentatious charity and influential helpfulness stands to his credit. His name merits an enduring place in the history of Detroit and the state of Michigan.

GEORGE S. CUDDY.

Through his own ability and efforts the subject of this sketch has risen to a position as one of the progressive and substantial business men of his native city, being treasurer and also manager of the experimental department of the Enterprise Foundry Company, of which specific mention is made on other pages of this work, so that further reference to the details of the business is not demanded in the present connection.

Mr. Cuddy was born in Detroit on the 29th of November, 1869, and is a son of James and Mary A. (Thompson) Cuddy, both natives of Ireland. The father was reared and educated in the Emerald Isle, whence he immigrated to America when a young man, and soon after his arrival in the new world he took up his residence in Detroit. In his native land he had learned the trade of brick mason, and this he followed for some time after locating in Detroit. He was energetic, ambitious and frugal, and finally he became a successful sewer contractor in this city. He was a man of sterling integrity and had the respect of all who knew him. He died in Detroit, in 1875, and his wife survived him by a number of years. Both were consistent com-

municants of the Protestant Episcopal church.

George S. Cuddy, the immediate subject of this sketch, was afforded the advantages of the public schools of Detroit and supplemented this discipline by taking a course in the Gutches Business College, of this city. In 1880 he entered upon an apprenticeship at the moulder's trade, in the Michigan Stove Works, where he gained a thorough knowledge of his trade and became a specially skillful workman. He served a full apprenticeship of three years' duration, and from 1883 until 1893 he was employed as a journeyman moulder in the shops of the Cribben & Sexton Company, stove manufacturers, in Chicago. In the year last mentioned he returned to Detroit, and here he was employed in the foundry department of the Ideal Manufacturing Company until 1896, when he associated himself with others in the organization and incorporation of the Enterprise Foundry Company, as is shown in the article descriptive of that concern. He was made a member of the directorate of the company at the time of its incorporation and also became superintendent of the foundry department. In 1900 he was elected treasurer of the company, and this office he has since retained, in connection with the superintendency of the experimental department of the well equipped plant of the concern. The success of the enterprise has been in a large degree due to his expert technical knowledge and to his executive ability in regulating the various agencies involved in the prosecution of the business, as well as to his effective generalship in gaining and retaining the good will and esteem of the employes, who have thus been impelled to render the best possible service. He has shown indefatigable energy and has given close attention to the details of the business. The company began operations upon a limited capital but within a decade has built up, against decisive competition, a business which is recognized as one of the foremost in its particular province in the city of Detroit.

In politics Mr. Cuddy is a stalwart adher-

ent of the Republican party, and he and his wife are communicants of the Protestant Episcopal church. He is a member of the International Moulders' Union, and as a practical workman himself is thoroughly in sympathy with organized labor,—a fact which the men in the employ of his company fully appreciate.

On the 29th of December, 1895, was solemnized the marriage of Mr. Cuddy to Miss Anna B. Pritchard, who was born and reared in Detroit, being a daughter of Samuel Pritchard. Mr. and Mrs. Cuddy have two children,—William G., who was born on the 20th of December, 1896, and Samuel Pritchard, who was born on the 12th of July, 1897.

JOHN BOYDELL.

It was given the subject of this memoir to attain to a large measure of success in the business world, to make a definite impress upon the commercial activities of Detroit and to leave a reputation unsullied in every respect. He was the founder of the great paint manufacturing industry now conducted under title of the Boydell Brothers' White Lead & Color Company, and he and his brother William were the pioneers in this important line of enterprise in the Michigan metropolis.

John Boydell was born in Liverpool, England, on the 11th of December, 1842, and his death occurred, in Detroit, on Thursday, October 17, 1907. He was a boy at the time of his parents' immigration to the United States, and the family settled in the vicinity of Detroit, where he was reared to maturity and where he received the advantages of the common schools. After serving several years as a clerk Mr. Boydell became bookkeeper for the James H. Worcester Paint Company, of Detroit. The business of this concern was resolved into the Detroit White Lead Works in 1865, and with the latter he remained only a brief interval, having determined to initiate an independent business career. He accordingly purchased a stock of painters' supplies and established a modest paint business on his own

account. A short time afterward his brother William joined him in the enterprise, and they met with distinctive success. This led them to venture into the manufacturing field, in which they initiated operations in the year 1877. Careful and conscientious effort and correct principles brought to them continued success and they soon gained a reputation for reliability and for the superior character of products. With the rapid expansion of the enterprise it became necessary to seek larger quarters, and they accordingly erected a three-story building at Nos. 39 to 43 Fort street east. From that time their success was constantly cumulative, as they had initiative power, keen business sagacity and definite purpose. From time to time it was found necessary to add to the plant, and it is now recognized as one of the largest of its kind in the Union.

As already intimated, Boydell Brothers, as the firm was known for a term of years, were the pioneer paint manufacturers in Detroit. When William Boydell died, in 1901, John Boydell, with the aid of his son, J. Frank Boydell, present president of the company, took over the business, and he continued to be actively identified with its management until his death.

From an attractive brochure recently issued by the Boydell Company are taken the following pertinent extracts concerning the Boydell brothers and their work:

John was born in Liverpool, in 1842, and William in Stafford, England, in 1849. It is thus seen that John was the elder by seven years. In personal characteristics they were not alike, but one was a good foil for the other, and, combined, they made a potential working team. John was probably the better self-controlled,—more dignified, more forceful, an excellent financier, and the dominant factor in their dual lives. He had hosts of friends, although he did not yield his friendship easily; but when once given it stood like a rock—stood the test of time. William was a better "mixer," generous almost to a fault, and with a personal magnetism that drew men to him. There was no blindness of pride or impatience of ambition in his makeup. He was a lovable

man and men loved him. John's initial work was with the Worcester Paint Company, which, in 1865, became the Detroit White Lead Works, when he withdrew and started in business for himself. William became associated later. And they prospered! The fine block of six and eight story buildings, which to-day covers the area of almost an entire square of down-town property, illustrates their growth,—and the business is still growing. Both John and William had ideas about success,—sane ideas, ideas that commanded results,—and results came quickly. They were not merely splendid dreamers, but they were also splendid workers, and it is work which counts every time. The management was vested in John. He was not a voluble man, and his reticence was sometimes mistaken for exclusiveness; but that was a great mistake. When he was the least talkative he was the most thoughtful, and his thought bore fruit, luscious and ripe. He knew when silence was golden, but, nevertheless, he had the gift of effective speech, and could, when he deemed it essential, forcibly impress his views upon others. He knew the value of concentration—understood that rays are powerless when scattered, but burn in a point.

As their interests were mainly centered in paints, both John and William naturally thought paint, talked paint and dreamed of paint; but they could also talk, think and dream of other things, as they were cultured, well read and thoroughly en rapport with the social amenities of life. They were both idealists in one sense, believing in those ideals that give zest and charm to realism; but first of all they were practical men, and had no use for the visionary who seeks a pathway among the stars as a short cut to mundane good. In their business they believed in a community of interests—a trinity of manufacturer, dealer and painter. They had no sympathy with the policy which excluded the latter, or with the evolution which more largely admitted the distant distributor or large jobber within the paint circle, as they considered that the dealer was a sufficient medium and that it was unreasonable that the painter or the consumer should pay the jobber's profit. John and William Boydell were constantly in touch with the dealer, and that there was a mutual good will and esteem is evidenced by the books of the firm, which in hundreds of accounts show a continuous and uninterrupted record of over

a quarter of a century, and this, it must be remembered, in the face of ever increasing competition.

There was a John Boydell, lord mayor of London in 1752, and our John Boydell was a descendant in the direct line. This Lord Mayor Boydell was a man who reflected credit on the name. He was a capable man, a man who did things and made posterity his debtor. He invented the steel engraving and gave us a series of some five hundred, illustrating the immortal plays of Shakespeare. Copies of these same engravings are now in possession of another descendant, J. Frank Boydell, who succeeded his father as president of the Boydell Brothers' White Lead & Color Company. Both the late John and William Boydell were plain men, plain, every-day American citizens, and were profoundly conscious of their privileges as such; but they were also proud that in the past their name had been linked to the mother country with credit and honor, that their ancestors were men of national repute, whose lives had been useful and whose work survives. And they, in turn, had the supreme consciousness of work well done, a memorial that would live long after they had passed to that "undiscovered country from whose bourne no traveler returns."

In January, 1908, after the death of John Boydell, the Boydell Brothers' White Lead & Color Company was reorganized under the same title, and J. Frank Boydell, the only son of the founder of the business, succeeded his father in the presidency of the company. The other officers are as here noted: Albert Taepke, first vice-president; John G. Wood, second vice-president and treasurer; Henry J. Woodlock, secretary; and Gordon Montagu, assistant general manager.

John Boydell was past master of Detroit Lodge, No. 1, Free & Accepted Masons, and was identified with Monroe Chapter, Royal Arch Masons; Detroit Commandery, No. 1, Knights Templars; and Michigan Sovereign Consistory of the Ancient Accepted Scottish Rite. In Masonic circles he ranked very high, the 1908 class of Michigan Sovereign Consistory being named the John Boydell class, as a distinct token of the fraternity's affectionate esteem. His funeral was conducted under

the auspices of Detroit Commandery, and his body lay in state at the Masonic Temple on Saturday, October 19, 1907, after which interment was made in Woodmere cemetery.

June 4, 1872, John Boydell was united in marriage to Miss Cassie Witherspoon, who survives him, as do also two children,—J. Frank, who is proving an able business successor of his honored father, as president of the Boydell Company; and Bessie N., who is the wife of John G. Wood, second vice-president and treasurer of the same company.

WILLIAM H. MCGREGOR.

In the department of this publication devoted specifically to the representative industrial and commercial concerns of Detroit is given a description of the National Twist Drill & Tool Company, of which Mr. McGregor is the president. To the article mentioned reference should be made, since the same is largely supplemental to this brief resumé of the career of the chief executive of the company.

Mr. McGregor was born in Detroit on the 16th of August, 1861, and comes of staunch and illustrious Scotch ancestry. He is a son of Alexander and Margaret (Clarke) McGregor, both of whom were born in the city of Edinburgh, Scotland, where they were reared and educated and where their marriage was solemnized. In 1855 Alexander McGregor came to America and took up his residence in Detroit.

William H. McGregor secured his early educational training in the public schools of Detroit, and in 1892 he was matriculated in the Detroit College of Law, in which he completed the prescribed course and was graduated as a member of the class of 1895, receiving the degree of Bachelor of Laws and being duly admitted to the bar of his native state. In 1898 he was elected clerk of Wayne county, assuming the duties of the office on the 1st of the following January and continuing in service, through successive re-elections, until January 1, 1905. His long tenure of the of-

fice offers the best evidence of his able and satisfactory administration of the same. He was a member of the board of education from 1895 until 1899, and served as its president in 1896.

Mr. McGregor is essentially progressive and public-spirited as a citizen and business man, and his allegiance is given to the Republican party, though he is liberal in political affairs of a local order. He is a member of the Detroit Bar Association, the Harmonie Society, and the Detroit Yacht Club, and has attained to the thirty-second degree in Scottish Rite Masonry. He is affiliated with Ashlar Lodge, No. 91, Free & Accepted Masons; Peninsular Chapter, No. 16, Royal Arch Masons; Detroit Commandery, No. 1, Knights Templars, besides the various bodies of the Scottish Rite and also Moslem Temple of the Ancient Arabic Order of the Nobles of the Mystic Shrine. He is likewise affiliated with the local bodies of the Benevolent & Protective Order of Elks and the Knights of Pythias. He was one of the organizers of the National Twist Drill & Tool Company, and has been its president from the start, as is shown in the article descriptive of the company. Mr. McGregor is a bachelor and enjoys unalloyed popularity in the business and professional circles of his native city.

PETER J. HOENSCHIED.

One of the important industrial concerns of Detroit is the National Twist Drill & Tool Company, of which the subject of this sketch is general manager and of which detailed mention is made on other pages of this publication. As one of the representative business men of Detroit Mr. Hoenscheid is well entitled to consideration in this work.

Peter J. Hoenscheid was born in the beautiful old city of Cologne, Germany, on the 29th of June, 1853, and is a son of Joseph and Catharina (Honsbach) Hoenscheid, both of whom passed their entire lives in Germany, where the father followed the vocation of ma-

chinent during the major portion of his active career. The subject of this sketch was afforded the advantages of the excellent schools of his native city, attending the same until he was sixteen years of age. He then assumed a position in the establishment of his father, who was at that time a successful manufacturer of machinery in Cologne. He continued to be identified with the business, of whose practical details he gained an intimate knowledge, until 1871, when he severed the ties which bound him to home and fatherland and immigrated to America, having been a youth of eighteen years at the time. He located in New York city, where he became an apprentice in a machine shop, and in 1874 he secured a position in the employ of A. M. Beyers & Company, of Pittsburg, Pennsylvania, manufacturers of gas, oil and water tubes. He was employed as a toolmaker in this establishment until 1879, when he removed to Cleveland, Ohio, where he became a machine builder and toolmaker in the plant of the National Machinery Company. In the following year he accepted a similar position with the Cummer Engine Company, in the same city, and there, in 1881, he entered the employ of the Standard Tool Company, manufacturers of tools for the makers of twist drills, reamers and milling cutters. In 1882 he was given the superintendency of the milling department, and he retained this incumbency until 1890, when he went to Akron, Ohio, where he entered the employ of the Whitman & Barnes Manufacturing Company, makers of twist drills. He was made superintendent of the drill department of the plant and also had charge of its special machine department during the period of his connection with the concern. In 1897 Mr. Hoencheid resigned his position and came to Detroit, where he became superintendent of the plant of the Detroit Twist Drill Company, retaining this office until 1903, when he effected the organization of the National Twist Drill & Tool Company, in which he became one of the principal stockholders and of which he has since been general manager. He is

known as one of the able mechanicians of Detroit and is the inventor of a number of improved mechanical devices,—principally in the line of milling and grinding machinery used for the making of twist drills and reamers. His inventions are covered by several patents granted by the United States patent office, and much of the improved machinery utilized in the plant of the National Twist Drill & Tool Company was invented by him. For his inventions he was granted a diploma of honorable mention at the World's Columbian Exposition, in Chicago, in 1893. He is identified with various fraternal and social organizations in his home city.

In 1873 was solemnized the marriage of Mr. Hoencheid to Miss Barbara Meslein, of Pittsburg, Pennsylvania, and they have four children, namely: George P., who is superintendent of the factory of the National Twist Drill & Tool Company; Peter J., who is a machinist in the employ of the same company; Mary, who is the wife of Charles Fleming, foreman of the milling department of the same concern; and John A., who is a machinist in the employ of this company.

HARRY C. WALKER.

Numbered among the popular and progressive young business men of his native city, the subject of this sketch is secretary and treasurer of Walker & Company, a description of whose flourishing business is incorporated in this work, and he is a son of Henry W. and Eva (Bassett) Walker, the former of whom is president of the same company, whose enterprise includes the manufacturing of electric and other advertising signs, bill-posting and general publicity work in the distributing of advertising matter.

Harry C. Walker was born in Detroit, on the 1st of September, 1878, and to the public schools of his native city he is indebted for his early educational discipline. He completed a course in the Central high school, and this training was effectively supplemented by a

course in the Michigan State Agricultural College, at Lansing, in which admirable institution he was graduated in 1897. Soon after leaving college he became assistant manager of the business of Walker & Company, and upon the incorporation of the business, in March, 1906, he was elected to his present dual office of secretary and treasurer, also continuing to act as assistant manager. He has amply demonstrated his ability for the handling of business affairs of important order and has effectively assisted his father in the building up of the fine enterprise with which he has been identified for a period of ten years. He has thoroughly familiarized himself with the details and technicalities of the advertising business, and is recognized as an expert in the field of out-door advertising. He has shown marked facility in securing to his company new business and stands as a type of the enterprising young men who are doing much to further the material, commercial and civic advancement of Detroit.

Mr. Walker was prominent and active in athletic circles for many years, but has largely withdrawn from the same since the exactions of business have pressed upon him. While a student in the Central high school he was the able and popular manager of both its football and base-ball and track teams, and maneuvered his forces in such a way as to admirably uphold the prestige of the school in the field of amateur athletics. For two seasons he also was the successful manager of the base-ball, foot-ball and track teams of the Detroit Athletic Club, in which he still retains membership. He is a member of Corinthian Lodge, Free & Accepted Masons, Detroit Golf Club, Detroit Yacht Club, Detroit Motor Boat Club, the Adcraft Club, the Harmonie Society, and the Rushmere Club, at St. Clair Flats. Politically he is independent. Member of the Associated Bill Posters of United States and Canada. Mr. Walker enjoys uniform popularity in business and social circles of the city which has ever represented his home.

On the 1st of June, 1903, Mr. Walker was

united in marriage to Miss Edith Tidd, daughter of Edward B. Tidd, who is a representative citizen and insurance man of the city of Cleveland, Ohio. Mr. and Mrs. Walker have two children,—William Tidd Walker, born February 22, 1904; and Jane, born December 15, 1906.

BERT C. WILDER.

One of the well-known representatives of lake-marine interests in Detroit is Bert C. Wilder, who is general auditor of the Detroit & Cleveland Navigation Company, of which due description is given on other pages of this work. He also holds the same office with the allied corporation, the Detroit & Buffalo Steamboat Company, the most important corporations operating passenger and freight service on the Great Lakes.

Mr. Wilder takes pride in the fact that he can claim the old Wolverine state as the place of his nativity. He was born at Richmond, Macomb county, Michigan, on the 12th of November, 1865, and is a son of Henry L. and Minerva (Carter) Wilder, the former of whom was born at Kingston, province of Ontario, Canada, and the latter of whom was born at Rockport, Ohio, January 28, 1838, being now deceased. The Wilder family was founded in Michigan by John Wilder, grandfather of the subject of this sketch, and this worthy pioneer of the state came from his native town of Kingston, Ontario, and became one of the early settlers of Macomb county, where he purchased a tract of wild land, in Armada township, eventually reclaiming the greater portion to cultivation. He was an honored and respected citizen of the commonwealth and a man of impregnable integrity. He and his wife were residents of Macomb county during their lifetime. The Wilder family is of English origin and was early founded in the province of Ontario. Representatives of the name are now scattered over the provinces and the United States.

In the maternal line Mr. Wilder is a direct descendant of John Carter, of Hampshire,

England, who immigrated to America in 1600, settling in Salisbury, Massachusetts. From him to the subject of this sketch the line is traced directly, in turn, through Rev. Thomas Carter, who was born in 1610 and died in 1684, having been graduated in famous old Cambridge University, England, and having been one of the prominent, scholarly and influential clergymen of the Massachusetts colony; his son Thomas was born in 1655 and died in 1754; the ancestor in the next generation was Thomas, who was born in 1685 and died in 1772; the latter's son Samuel, born May 31, 1734, served as a soldier in the Continental line in the war of the Revolution, in which he rose to the rank of lieutenant, and he died April 1, 1821; Samuel, Jr., son of Lieutenant Samuel Carter, was born in Warren, Connecticut, April 9, 1760, and died March 22, 1813. David Carter, son of Samuel, Jr., and Sarah (Newcomb) Carter, was born May 1, 1796, and died May 9, 1840. He was the father of Minerva (Carter) Wilder, mother of our immediate subject.

Further data concerning the Carter genealogy may be found in the memoir dedicated to the late David Carter, of Detroit, and appearing on other pages of this volume.

Bert C. Wilder received his education in the public schools, and in 1881, when sixteen years of age, entered the employ of the wholesale grocery firm of Symons, Smart & Company, of Bay City, Michigan, where in the meanwhile he attended the high school. He remained with the firm mentioned until 1886, being promoted to the position of cashier during the second year of his connection with the concern, and later becoming general bookkeeper. During the last two years of his connection with the house he resided in Saginaw, to which city the firm had transferred its headquarters.

In March, 1886, Mr. Wilder was offered and accepted the position of general cashier of the Detroit & Cleveland Steam Navigation Company, this office being tendered him by his uncle, the late David Carter, who was at the

time secretary and general manager of the company. Upon the death of Mr. Carter, in 1901, Mr. Wilder was elected secretary of the recently organized Detroit & Buffalo Steamboat Company, of which he also became assistant treasurer, as did he also of the Detroit & Cleveland line. In February, 1906, still further and well merited recognition came to him when he was made auditor of both companies, of which office he has since remained incumbent, justifying here, as at all times, the trust reposed in him. He is well known in marine circles and has so ordered his course as to retain the confidence and esteem of those with whom he has come in contact in either a business or social relation.

In politics, though not active in partisan affairs, Mr. Wilder is a staunch adherent of the Republican party, and both he and his wife are valued members of the Martha Holmes Methodist Episcopal church, taking an active interest in the various departments of church work. Mr. Wilder has been a trustee of the church for the past fifteen years and has been connected with the Sunday school for practically the same period. He was for years a member of the Young Men's Christian Association, and is a member of the Sons of the American Revolution, and the Detroit Transportation Club.

On the 20th of February, 1889, Mr. Wilder was united in marriage to Miss Florence S. Cogswell, daughter of Mr. Don Cogswell, a well known lumber inspector of the Saginaw valley, and they have five children,—Gerald F., Cyril H., Bert C., Jr., David Carter, and Florence Ruby.

HENRY C. HODGES.

Henry Clay Hodges was born in the township of South Hero, Grand Isle county, Vermont, on the 2d of March, 1828. His family is of stanch English stock, the original progenitor in America having come from England the later part of the seventeenth century and taken up his residence in the colony of Massachusetts.

Asoph Nathaniel Hodges, the great-grand-



Henry Clay Hedges

father of Henry Clay Hodges, was born in the historical town of Salem, Massachusetts, in 1723, removing when a young man to Essex county, New York, where he passed the remainder of his life. His son, Ezekiel Hodges, was born in Essex county, New York, in 1755, a few years prior to the inception of the Revolution and served with General Van Rensselaer during that war.

Nathaniel Hodges, son of Ezekiel, and the father of Henry Clay Hodges, was born in Washington county, New York, in the year 1787, and passed his boyhood in the Empire state, removing to Grand Isle county, Vermont, in 1813. He served in the war of 1812. He was recognized as a strong character, having the courage of his convictions, was broad and liberal in his views, a deep student of history, and possessed of a remarkable memory. In politics he was a Henry Clay Whig, voting the Whig ticket until the organization of the Republican party when he became a supporter of the Lincoln policy. He died in his eighty-third year.

Clarissa Phelps Hodges, mother of Henry Clay Hodges, was born in the town of South Hero, Vermont, in the year 1793. She came of the Connecticut branch of the Phelps and Pearl families, which settled in Hartford and vicinity in the early colonial days. She became a member of the Methodist church at the age of twelve, was devoted to the study of the Bible and was recognized as an able contributor to the religious papers of the country until she reached her eighty-fifth year. She died at the age of ninety-one.

Henry Clay Hodges was reared under the invigorating influences and environments of the old Green Mountain state, receiving the advantages of the common school education in his home county. It is needless to say that his academic opportunities were limited in scope, though this handicap did not prove sufficient to hinder in the least the development of his intellectual talents. Apprenticed at the age of sixteen to the trade of carriage-making, at the age of twenty he had so far mastered his

trade as to enable him to start in business for himself. At the age of twenty-two he arrived in Detroit, on the 1st day of December, 1850. Going from Detroit to Marshall, he became the clerk and cashier of the Michigan Central Railroad hotel, which was at that time the most celebrated between New York and Chicago.

In 1852 Mr. Hodges began the study of law under the preceptorship of Judge James R. Slack of Huntington, Indiana. While pursuing his law studies he also taught in the country schools in the vicinity during the winter terms. In 1853 he returned to Michigan, locating at Niles, where he entered the employ of the J. F. Cross Company which controlled extensive marble quarries in Vermont. The following year he was admitted to partnership in the business and removed to Fond du Lac, Wisconsin, where the firm established branch quarters. In 1854 he was married to Miss Julia Bidwell of Hastings, Michigan. Returning to Michigan in 1862, he entered into partnership with his brother, Charles C. Hodges and Edward Barker under the firm name of Barker, Hodges & Brother, they having been given the general agency for the Connecticut Mutual Life Insurance Company, of Hartford, for the states of Michigan, Wisconsin, Iowa and Minnesota. In 1864 Mr. Barker retired and the firm then became Hodges Brothers, with headquarters in Detroit. Besides engaging in the insurance business, the Hodges Brothers were also pioneers in real-estate business in this city, handling largely their own property, which included about seventy-five acres of the Woodbridge farm. In 1871 they purchased a tract of land in the northern suburbs of Detroit, donating a tract seventy feet in width and giving it the name of Lincoln avenue. Through Mr. Hodges' efforts, Trumbull avenue, which was then about sixty feet wide, was increased to eighty feet. In the same year they purchased the property at the corner of State and Griswold streets, where the Hodges building now stands.

To Mr. Hodges and the late David M. Richardson the city is indebted for the conception of the idea of establishing the boulevard which now encircles the city. Though a somewhat different route was originally projected, the interest aroused through the efforts and suggestions of Messrs. Hodges and Richardson finally culminated in the building of the present magnificent driveway.

In 1879 the Hodges Brothers purchased the business of John R. Grout, manufacturer of lubricating devices, and thereupon organized and incorporated the Detroit Lubricator Company, of which Mr. H. C. Hodges was president. The plant of this company has been enlarged from time to time until it is the largest and most important of its kind in the world.

In 1872 Mr. Hodges became vice-president and one of the managing directors of the Wyandotte Rolling Mills, and after the death of Captain E. B. Ward succeeded him as president. He, with Captain Ward and others, organized the Detroit-Arizona Copper Mining Company and was vice-president of the corporation until the death of Captain Ward, when he became president. The mines controlled by this company have since become among the largest copper-producing mines in the country.

In 1882 he and his brother effected the corporation of the Detroit Steam Radiator Company, this company being the first to manufacture the type of cast-iron radiator which has since become standard the world over.

Mr. Hodges is still largely interested in real estate in the city. In politics he is a Republican, in so far as national issues are involved, and attended the convention, in 1860, which nominated Lincoln. But he is essentially a man of independent views and is not constrained by partisan lines. He is public spirited to a degree and has ever shown a loyal interest in all that is for the well being of the city in which he has so long maintained his home and in which his name is a recognized synonym for honor and integrity.

Thus far reference has been made to the

business phases in the career of Mr. Hodges. In the world of literature he has gained a position of prominence. He is an original thinker and has given to the world in his published works a valuable contribution. In the ancient science of planetary influences he has made most extensive researches and is known as one of the leading exponents of the same at the present day.

His investigations in this direction have been very thorough, the results being published in his work of six volumes entitled, "Science and Key of Life," as well as other books on astrological science. These works show the wide scope of his investigations and deep knowledge of the subjects treated.

He is editor and publisher of the "Stellar Ray," a monthly magazine devoted to the practical problems of life.

Mr. Hodges' entire life has been one of broad usefulness. A close student by nature, and possessed of a remarkable memory, his wide reading has resulted in a fund of knowledge possessed by few men who have been so actively engaged in business affairs.

LEWIS NEWBERRY.

On other pages of this volume is entered a sketch of the Newberry Baking Company, of which Lewis Newberry is president, and it is but consistent that a review of his career also be incorporated, as he has gained recognition as one of the progressive and successful business men of the Michigan metropolis.

Mr. Newberry was born at Rochester, Oakland county, Michigan, on the 6th of January, 1859, and is a son of George and Mary J. (Bemis) Newberry. George Newberry likewise was born in the village of Rochester and is a son of Seneca Newberry, who was one of the honored pioneers of Oakland county and one of the first merchants of Rochester, where he took up his residence about 1829. Seneca Newberry was a man of distinctive prominence and influence in his community, and represented Oakland county in the first legisla-

ture of the state of Michigan. He was a staunch supporter of the principles of the Democratic party and was one of its leaders in Oakland county, where he continued to reside until his death. George Newberry and his brother Homer became associated with their father in the building and equipping of a paper mill in Shiawassee county, about 1862, and they operated the same for many years. Since 1895 George Newberry has lived practically retired from active business, and he and his wife still reside in Rochester. He has always been aligned as a supporter of the cause of the Democratic party and has been influential in its councils, though he has never sought or held public office. He resided in Detroit for a period of about thirty-five years, during which he here represented the manufactory of the Shiawassee Paper Company, of which he was a member. He was one of the organizers of the Detroit Yacht Club and was its first commodore, as was he also of the Citizens' Yachting Association, in which he held this office for several years.

Lewis Newberry gained his early educational discipline in the public schools of Detroit, and in 1877 he became a traveling salesman for the Shiawassee Paper Company, but in the following year he identified himself with railroad interests. He continued to be thus engaged, with various companies, until 1886. In the year mentioned he returned to Detroit, where he assumed the position of shipping clerk for the Morton Baking Company, with which he continued to be connected until 1906, when he became one of the organizers and incorporators of the Newberry Baking Company, of which he has since been president and to the interests of which he gives the major portion of his time and attention.

Mr. Newberry is affiliated with Ashlar Lodge, No. 91, Free & Accepted Masons, and Peninsular Chapter, No. 16, Royal Arch Masons.

In 1898 Mr. Newberry was united in marriage to Miss Addie Ohl, of Grand Rapids, Michigan.

THOMAS NESTER.

The great lumbering industry of the state of Michigan in the days past made many millionaires and one of the most picturesque figures who achieved fortune through his connection with the same was the late Thomas Nester, who rose from the position of a manual laborer in blacksmith shop and sawmill to a place in the class mentioned above. He became a resident of Detroit after he had gained his position as one of the lumber barons of the state and here he continued to make his home until his death, which occurred on the 12th of May, 1890. Genial, broad-minded, whole-souled, Thomas Nester was a man among men and he made his life count for good and for genuine helpfulness.

Mr. Nester was born in the historic old town of Newport, county Mayo, Ireland, in January, 1833, and was a son of Patrick Nester, who was a blacksmith by trade. The subject of this sketch was reared to the age of thirteen years in his native land, where he received such rudimentary educational advantages as his parents were able to afford him. He waxed strong in physique and had the typical mental alertness and good humor so characteristic of his race. In 1846 the parents came with their five children to America and settled in a small town near Hamilton, province of Ontario, Canada, where the father erected a cross-roads blacksmith and wagon shop and resumed the work of his trade, by which he gained an honest living and made the best possible provision for his children, the youngest of whom alone was born after the immigration to America. This youngest was Timothy, who was later to wield distinctive power in the political affairs of Michigan, of whose bar he became a representative member.

Thomas Nester attended the little village school at intervals and soon began to assist his father as helper in the blacksmith shop just mentioned. At the age of seventeen years he left the parental roof, his father having in the meanwhile removed to a farm of forty acres

which he had purchased near London, Ontario, and he then came to Michigan, where he initiated his independent business career in a most modest way. In 1851 he disembarked from a lake boat at Bay City, and his employment for the first winter was as driver of a team of oxen, in service in connection with a sawmill in the vicinity. He received in compensation twelve dollars a month and his board. In the spring he secured employment in a saw mill at Bangor, and from that point he finally went to Port Huron, where he became head sawyer. His services in this capacity were requited in the wages of twenty-four dollars a month, with long days of arduous toil. In the winter season he went into the lumber camp, where he did his full share of work in chopping, driving team, etc. In the opening spring he was one of the best men in the "drive" of the logs down the stream to the mill, and in the latter he then resumed his work as head sawyer. This line of herculean labor the future millionaire continued to follow about six years, or until he had attained to the age of twenty-two years. In the meanwhile his parents also had come to Michigan, and he had the privilege, as he always considered it in after years as well as at the time, of making the payments on the farm which his father purchased, in Sanilac county; when the final payment was made Thomas, or "Tom," as he was ever known by his friends, gave to his father the deed to the property. His parents passed the remainder of their lives in Michigan, simple, honest, God-fearing folk.

An incident in the career of Mr. Nester has been related and has sufficient incidental significance to be worthy of reproduction in this article: The lumber business was booming in those times, and the Port Huron mills frequently had two shifts of men at work. One night Tom Nester was working his shift when he became aware that a raft of logs belonging to Avery & Murphy and moored in the St. Clair river, adjoining the mill, had become unfastened and was moving out of the boom into the river, where it would become scat-

tered and lost. The raft consisted of about five million feet of logs and its value at that time was about fifty thousand dollars. Young Nester promptly went to the home of Mr. Avery, whom he aroused and to whom he stated the facts in the case. The millionaire Avery and the young sawyer together, and without other aid, succeeded in saving the raft, but Mr. Avery had been thrown into the water and would have undoubtedly drowned had it not been for the prompt efforts of Nester in rescuing him from his perilous position among the twisting and jamming logs. Filled with gratitude, and admiring the dexterity and courage of the young man, Mr. Avery sent for him the next morning and insisted that he should enter the employ of the firm. In this connection Nester rose to the position of small boss and through the opportunities secured for sub-contracting in a small way, he managed to accumulate a little money. His contracting operations gradually increased in extent and importance, and through the same was laid the foundation for his ample fortune. It is not necessary to enter into details concerning the various steps in his career as a lumber operator, for the development of the same has often been related in connection with him and others who had to do with the developing of the lumbering industry in the northern pine districts.

In 1865 Mr. Nester entered into partnership with Colonel William L. Little, a banker of New York, and James F. Brown, cashier in the former's bank. The two partners supplied the requisite funds as against the skill and experience of Mr. Nester, who had thoroughly proven his trustworthiness and resolute honesty of purpose through his previous operations. The first investment made by the new firm was in the purchase of a tract of fifteen hundred acres, at ten dollars an acre, and within three years, from the cutting of the timber and the manufacturing and sale of the lumber therefrom, they each realized about thirty thousand dollars. The compact was then terminated, and thereafter Mr. Nester

was similarly associated with Jesse Hoyt, the New York capitalist, until 1873, when Mr. Nester sold his interest in the business to his partner. In the meanwhile he had purchased lands and cut pine on his own account, and when the partnership mentioned was dissolved he placed his capitalistic resources at about one hundred and fifty thousand dollars. For several years he continued his individual operations, which continually broadened in scope and importance, and he built a large sawmill at what is now known as the village of Alger. Between 1878 and 1880 Mr. Nester bought about forty thousand acres of land in Roscommon and Gladwin counties, and at a cost of one hundred and fifty thousand dollars he built a broad-gauge railroad, twenty miles in length, to assist in moving the timber from this tract, which was not accessible to streams by which the logs could be floated. From the first year's operations he cleared sufficient money to defray the cost of constructing his railroad, a work which he considered one of the most important which he ever undertook. Somewhat later Mr. Nester was associated in intimate partnership relationships with such well known capitalists as A. W. Wright and Wells, Stone & Company, of East Saginaw, and these associations were to him of the most pleasing order, as were they also to his partners: through the connection large profits were realized. Mr. Nester eventually sold his railroad for somewhat more than five hundred thousand dollars, and it is now a part of the Pere Marquette system.

In 1882 Mr. Nester disposed of his various interests in the Saginaw region, and at that time he removed from Saginaw to Detroit, where he passed the residue of his life. He became a stockholder in the People's Savings Bank and had other local capitalistic interests, but the greater portion of his wealth was represented in his holdings of timber lands in various sections of the state. Mr. Nester was a man of forceful individuality and his optimism was always of the most inspiring type. He was generous in his relations with his fel-

low men, liberal and public-spirited as a citizen, and sincere and honorable in all his business relations. He was a Republican in his political faith, but was not so strongly partisan that he was not ready to use his pleasure and judgment in casting his vote for the one he considered the best man. He was reared in the faith of the Catholic church and was a liberal supporter of the same.

April 21, 1860, occurred the marriage of Mr. Nester to Miss Margaret Mahon, daughter of a prosperous farmer of Sanilac county, and she survives him, as do also four of their children,—George and John, of Detroit; Frank, of Duluth, Minnesota; and Mary, Mrs. M. J. Bourke, of Detroit.

CYRENIUS A. NEWCOMB, JR.

In the local business field the subject of this brief review is well upholding the prestige of the name which he bears, and he is recognized as one of the representative business men of the younger generation in his native city. He is a son of Cyrenius A. Newcomb, Sr., one of the founders and the present head of the corporation known as the Newcomb, Endicott Company, and in the sketch of the life of the father, appearing on other pages of this work, is given adequate genealogical record and also details in connection with the business enterprise of the Newcomb, Endicott Company, the most important and extensive of the retail dry-goods houses in the state of Michigan. Of the corporation noted the subject of this article is secretary.

Cyrenius Adelbert Newcomb, Jr., was born in Detroit on the 14th of January, 1871, and his earlier educational discipline was secured in the public schools of this city. He was graduated in the Central high school as a member of the class of 1889, and later entered the literary and scientific department of the University of Michigan, in which he completed the prescribed course and was graduated in 1893, with the degree of Bachelor of Letters. On the 1st of August, 1893, he assumed a position of minor order in the em-

ploy of Newcomb, Endicott & Company, and he has learned the business in all its details, advancing gradually through the various grades of responsibility and trust until he finally became secretary of the company. In 1897 Mr. Newcomb became buyer for the department devoted to linens, woolens, domestics, etc., having been admitted to partnership in the firm in the preceding year. Upon the incorporation of the business, under the original title, in 1903, he was elected secretary, and of this office he has since remained incumbent. As an executive he has shown marked discrimination and resourcefulness, and in addition to the office of secretary he has his share of the supervision of the business.

In politics Mr. Newcomb is aligned as a staunch supporter of the cause of the Republican party. He is a member of the University Club, the Detroit Boat Club, the Detroit Country Club and the Fine Arts Society. He is also identified with the Aldine Association, of New York city, and the Psi Upsilon fraternity of his alma mater, the University of Michigan. He has a deep and abiding interest in all that pertains to his native city and is ever ready to aid in the support of measures and enterprises tending to the advancement of Detroit along both material and civic lines.

On the 16th of December, 1896, Mr. Newcomb was united in marriage to Miss Brownie Jenness Kellie, daughter of Ronald Scott Kellie, who is a representative member of the Detroit bar and personal mention of whom appears on another page of this work. The three children of this union are: Cyrenius Adelbert (3d), Alice J., and John Jenness.

HARRY D. MORTON.

Mr. Morton is to be given consideration in this work as one of the enterprising and prominent business men of the younger generation in Detroit, and through the industry with which he is connected he is contributing his quota to the commercial advancement of the Michigan metropolis. He is treasurer and

general manager of the Gies Gear Company, of which adequate description is given on other pages of this publication.

Harry D. Morton was born in the city of Ann Arbor, Michigan, on the 17th of December, 1872, and is a son of Andrew N. and Bettie N. (Congdon) Morton. His father was born at Marengo, Calhoun county, this state, in 1844, a son of Davis Morton, who was a native of Freetown, Massachusetts, and who became one of the sterling pioneer settlers of Washtenaw county, Michigan, where he passed the residue of his life, which was largely devoted to agricultural pursuits. Andrew N. Morton has been identified with the railway mail service for nearly twenty years, and has a run between Detroit and Grand Rapids. He and his wife maintain their home at Chelsea, Michigan. Mrs. Morton is a daughter of the late Elisha Congdon, founder of the village of Chelsea, Michigan, to which place he removed from Norwich, Connecticut. He became a large landholder in the vicinity of Chelsea and was there engaged in the general merchandise business for many years. His wife, whose maiden name was Eloise Standish, was a descendant on the paternal side in the seventh generation from Captain Miles Standish, of Massachusetts, whose name has been perpetuated in history and in the works of the New England bard, Longfellow.

Harry D. Morton attended the public schools of Chelsea until he was seventeen years of age, when he came to Detroit, where he completed a thorough course in the Pernin shorthand school. After his graduation he secured employment in the offices of Daniel Scotten & Company, the extensive tobacco manufacturers of Detroit, and he was thus engaged until 1893, when he assumed the position of office manager for the Howard Publishing Company of this city. In 1895 he entered into partnership with Frederick G. Coryell, under the firm name of Morton & Coryell, and they established an office as general stenographers, in the Chamber of Commerce building. In 1900 Mr. Morton became manager of

the legal department of the Farbenfabriken of Elberfeld Company, New York city, manufacturers of analine dyes, and also of a varied line of drugs and chemicals, and originators of phenacetine. He remained with this concern until 1906, when he returned to Detroit and became one of the principals in the organization and incorporation of the Gies Gear Company, of which he has since been treasurer and general manager. He is a Republican in politics.

JOHN S. VAN ALSTYNE.

This well known and highly honored citizen of Wayne county may consistently be termed the father of the village of Wyandotte, with whose upbuilding he has been most conspicuously identified, along both civic and industrial lines, and he is to-day one of the best known and most thoroughly representative citizens of the village mentioned. He was the first president of its common council and during the long years of his residence there he has been at all times loyal and progressive, giving his co-operation and influence in support of measures inuring to the general good of the community. He was one of the organizers of the Wyandotte Savings Bank, of which he has been president during the entire period of its existence, and of this popular and stable financial institution specific mention is made on other pages of this publication.

As the name clearly indicates, John Schermerhorn Van Alstyne is of sturdy Holland Dutch ancestry, and the Van Alstyne and Schermerhorn families were numbered prominently among the founders of the Dutch colonies in the present state of New York. The original American progenitor in the agnatic line was Jan Martense Van Alstyne (de-Wever), who came to America prior to July, 1655, and who resided for some time at Albany, New York, and later at Kinderhook. He married Dirkie Harmens, and their son Abraham Jans Van Alstyne, who was an elder of the Dutch church at Kinderhook in 1716,

married Marreitse Van Deusen. The next in line of direct descent to the subject of this sketch was their son Sander Van Alstyne, who married Elbertie Van Alen, and who served as captain of a militia company at Kinderhook. His son Johannes Van Alstyne was a soldier in the war of 1812 and chose as his wife Sarah Van Der Poel. Their son Alexander married Mary Witbeck, and of this marriage was born Dr. John S. Van Alstyne, father of him whose name initiates this sketch. It will thus be seen that Mr. Van Alstyne is both directly and collaterally identified with many of the old and honored Knickerbocker families whose names have been prominently linked with the annals of the old Empire state from the early colonial epoch.

John Schermerhorn Van Alstyne was born in Greenbush, Rensselaer county, New York, on the 25th of October, 1834, and is a son of Dr. John S. and Anna Maria (Schermerhorn) Van Alstyne, both of whom passed their entire lives in New York state. Dr. Van Alstyne became one of the representative physicians and surgeons in the city of Albany, where his death occurred in 1844; his wife survived him by several years, and of their four children only one is living at the present time,—the subject of this sketch. After a due preliminary training in the common schools the subject of this review completed a course of study in a well conducted academy at Schodack Landing, New York.

In 1850, at the age of sixteen years, Mr. Van Alstyne came to Michigan and took up his residence in Detroit, where he became a student in the law office of Barstow & Lockwood, and in 1855 he was admitted to the bar of the state, being well equipped for the practical work of his chosen profession. Through the influence of circumstances, however, he found it expedient to turn his attention to other lines of endeavor. About the time of his admission to the bar the Eureka Iron Company was organized, and among its interested principals were numbered Messrs. Barstow and Lockwood, his law preceptors. They se-

cured for Mr. Van Alstyne the position of manager of the company's large real-estate holdings in Wyandotte, where about two thousand acres of land had been purchased by the new corporation. About six months after receiving this appointment Mr. Van Alstyne was made manager of the company's business, having proven himself well qualified for the assumption and discharge of the important duties which thus devolved upon him. In 1861 he became associated with Alexander Stewart in forming the firm of Stewart & Van Alstyne, and they engaged in the manufacturing of lumber, with headquarters in Wyandotte. From March, 1862, until June of the following year Mr. Van Alstyne was in the service of the government, having been assigned to the paymaster's department of the United States army, and having been on duty in the national capital, New York city, South Carolina and with the Army of the Potomac. Upon receiving his release from the government service Mr. Van Alstyne returned to Wyandotte, and continued in the lumber trade until 1872, when he resumed the management of the business of the Eureka Iron Company, with which he continued to be identified in this capacity until the closing of the enterprise, in 1892. During and subsequently to the panic of 1873, with characteristic prescience and discrimination, Mr. Van Alstyne leased, at a nominal rental, a large amount of the company land at Wyandotte, and this he placed at the disposal of the people of the community to enable them to raise vegetables and other products and through this means aid in tiding over the period of so great financial depression. In this matter, with true and practical benevolence, he anticipated by many years the policy of the late and honored Governor Pingree, who had recourse to the same means in aiding the poor of the city of Detroit.

In all public affairs of a local order Mr. Van Alstyne manifested from the beginning a commendable interest, and in 1867 he was a prominent and influential member of the com-

mittee which secured a city charter for Wyandotte. He was elected the first mayor of the city and served one term. Though urged by prominent members of both political parties to become a candidate for a second term, he felt constrained to decline the overtures. In 1871 he was one of the organizers of the Wyandotte Savings Bank, of which he has been president during the entire intervening period and which, under his wise and careful administration, has ever held a high reputation and commanded unqualified confidence, so that it is to be regarded as one of the representative financial institutions of Wayne county. He is a director of each the Eureka Land Company and the Wyandotte Land Company, and has other important interests. Through his well directed efforts he has gained large wealth, and throughout his entire career, marked by energy, enterprise and progressiveness, his reputation for impregnable honesty and integrity of purpose has remained unsullied. In 1887 Mr. Van Alstyne had supervision of the borings made for natural gas in Wyandotte. The contracts for this important and expensive work were drawn by him, and at no time was there the slightest friction or a dispute as to the application of any portion of the money invested in the enterprise. Though the boring was carried to a depth of five thousand six hundred and forty-five feet, no gas was discovered, but at a depth of seven hundred and thirty feet salt was found,—a bed three hundred and four feet deep. These experimental operations were protracted over a period of about two years, and from the discoveries incidentally made has been developed the great soda-ash industry carried on to-day in Wyandotte. The borings were made on land owned by the Eureka Iron Company, and after the failure to find gas, twenty acres of this land were sold to Captain John B. Ford, at a figure sufficient to entirely cover the expenditures made in the search for gas. The No. 1 works of the Michigan Alkali Company are now located on the tract of twenty acres just mentioned. Mr. Van Alstyne is essen-



J. S. Van Alstyne

tially a business man and unremitting application has marked his entire career. Right living and enthusiastic interest in material and social affairs have kept him alert and in his vigor and appearance there is slight indication that he has passed the psalmist's span of three score years and ten. He has the spirit of perennial youth and has ever found life worth the living.

In his political allegiance Mr. Van Alstyne is aligned as a loyal supporter of the cause of the Republican party, and his religious faith is that of the Dutch Reformed church. He was one of the founders and charter members of Wyandotte Lodge, No. 170, Free and Accepted Masons, and of the same he has served as master for fifteen or more years, at varying intervals. He has advanced to the supreme degree, the thirty-third, in this time-honored fraternity, having gained this distinction through election to the same at the annual meeting at Boston of the Consistory of the Ancient Accepted Scottish Rite, in 1905. For five years he served as high priest of Wyandotte Chapter, No. 135, Royal Arch Masons, and he is also identified with Monroe Council, Royal and Select Masters, Detroit; Michigan Sovereign Consistory, Ancient Accepted Scottish Rite, besides holding membership in Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine, in Detroit.

On the 15th of October, 1863, Mr. Van Alstyne was united in marriage to Miss Ellen Folger, a daughter of the late Andrew J. Folger, of Wyandotte. Concerning the children of this union the following brief data are given: Anna Folger is the wife of Robert B. Burrell, of Wyandotte; John Schermerhorn, Jr., who married Miss Isabella Watkins, is the vice-president of the Peninsular Engraving Company, of Detroit; and Frederick Easton, who married Blanche Lacy, is cashier of the Wyandotte Savings Bank. The family has ever been prominent in the best social life of the community and the attractive homestead is a center of gracious and refined hospitality.

CHARLES F. MELLISH.

From the early settlement of Michigan no state has contributed a larger quota of sterling citizens than has the fine old Empire commonwealth, and at the present time that state has in Detroit a worthy representative in the person of Charles F. Mellish, who is a prominent figure in local business circles, and who here numbers his friends by the roster of his acquaintances. He is a director of the Hargreaves Manufacturing Company, of which description is given on other pages of this work, and in the capacity of assistant manager he is actively identified with the administration of the business of the company.

Mr. Mellish was born in the city of Buffalo, New York, on the 7th of December, 1859, and is a son of Captain James William Willoughby-Mellish and Lavinia (Suthen) Mellish, the former of whom was born in the city of London, England, and the latter of whom was a native of Ipswich, England. Captain Mellish was reared and educated in his native city and as a youth he entered the English army, in which he eventually attained to the rank of captain. He finally resigned his commission and came to America, where he became prominently identified with manufacturing industries. He first located in the city of New York, after which he resided for a time in the city of Buffalo, and finally he took up his residence in Lockport, that state, where he was associated with others as one of the interested principals in the Hydraulic Manufacturing Company, in which he was a stockholder and director. He was a prominent and influential citizen of Lockport for many years, having been active in both the business and civic affairs of the community and having been a man of marked ability and fine intellectuality. Both he and his wife continued to reside in Lockport until their death.

Charles Fillmore Mellish, the immediate subject of this review, gained his early educational discipline in the public schools of the city of Lockport, and the inception of his business career was through his connection with the establishment of the firm of R. W. & E. Beck.

art dealers in that city. He entered the employ of this firm in 1878 and remained with the same, as a salesman, until 1883, in which year he was offered a position as traveling salesman for the Hargreaves Manufacturing Company, of Detroit, manufacturers of picture frames, mouldings, etc., and dealers in all kinds of pictures. With this extensive concern he has since continued to be identified and he has risen to a position of authoritative interest in the business, which is one of the largest of the kind in the United States, as may be seen by reference to the article descriptive of the same. He became one of the most successful representatives of the house and remained "on the road" until 1900, after which he became a factor in connection with the office affairs of the company. He finally secured an interest in the business, and in 1900 he was made assistant manager, also having charge of the sales department. His services have been potent in forwarding the success of the enterprise and its expansion into new territory, and he is one of the able and valued officials of the company. As a progressive business man and loyal citizen Mr. Mellish holds membership in the Detroit Board of Commerce, in whose work he maintains an active interest.

Mr. Mellish is aligned as a stalwart supporter of the cause of the Republican party and he has done effective service in the local ranks of the "Grand Old Party." He was a most ardent supporter of the Hon. Edwin Denby in the latter's campaigns for congress and aided materially in securing the election of this able representative from Michigan. Incidentally, it is interesting to note that Messrs. Denby and Mellish greatly resemble each other in facial lines and physical contour and that they are often mistaken one for the other. Mr. Mellish is a member of the Detroit Club, the Detroit Country Club, the Picture Frame Manufacturers' Association of America, and other social and business organizations. He and his wife are communicants of the Protestant Episcopal church, being

identified with the parish of Christ church. The family residence is at 625 Jefferson avenue, and the same is notable for its generous hospitality. Mr. and Mrs. Mellish are active in the best social life of the city.

On the 2d of July, 1884, was solemnized the marriage of Mr. Mellish to Miss Sarah Estelle Butler, daughter of the late Titus S. Butler, a prominent merchant of Lockport, New York. Mr. and Mrs. Mellish have one daughter, Marjorie Butler Mellish, who was graduated in the Detroit Home and Day School and who is now attending Miss Douglass' school in New York city.

NEIL McMILLAN.

For more than a quarter of a century Mr. McMillan has been identified with important industrial interests in Detroit, where he is now secretary and general manager of the National Can Company, of whose business an adequate description is given on other pages of this volume. He is a Scotsman by birth and typical of the sturdy race from which he is sprung, while he is known as one of the representative business men of the beautiful metropolis of the Wolverine state.

Mr. McMillan was born in Tranent, Scotland, on the 18th of March, 1852, and is a son of Michael and Jean (Ballantine) McMillan, both of whom passed nearly their entire lives in the land of "brown hills and shaggy wood." He was educated in the schools of his native land and after leaving school clerked in a general store and in the office of the Duke of Portland. In 1870 Mr. McMillan came to America and took up his residence on a farm near London, Ontario, Canada, and later located at Bothwell, conducting a general store until 1876, when he moved to California and with his brothers operated a stock ranch until 1882, when he removed to Detroit, where he effected the establishment of the Dry Dock Sheet Metal Works, which later became known as the Detroit Sheet Metal & Brass Works. Of this concern he was secretary and treas-

urer, Frank E. Kirby having been president. The business was eventually sold to the Detroit Ship Building Company. The enterprise, under the personal supervision and management of Mr. McMillan, was built up to large proportions, and the brass foundry of the company at the time was the largest in the city. The concern gave employment to fully two hundred skilled workmen and controlled a large and substantial business, principally in the line of work and equipment for steamboats and railroad cars.

In 1887 Mr. McMillan organized the Art Stove Company, of which he was first treasurer and later president, being one of the heaviest stockholders in the corporation. He finally sold his interest in the business, after making the enterprise a distinctive success, which it continues to the present time. Mr. McMillan became identified with the National Can Company at the time of its organization and incorporation, in 1901, and the article descriptive of the company offers further details concerning his connection with the same. As the chief practical executive officer of the company he gives to its affairs the major portion of his time and attention, and the business is now one of the most important of the kind in America. Mr. McMillan has long been recognized as an aggressive and able business man, and none is more loyal to Detroit or a more staunch believer in the still more splendid future which shall be the city's along general industrial and civic lines.

In politics Mr. McMillan gives his allegiance to the Republican party, but the honors and emoluments of public office have never had aught of allurements for him. He is an appreciative member of the time-honored Masonic fraternity, and is affiliated with Union Lodge, King Cyrus Chapter, and Detroit Commandery, No. 1, Knights Templars. He holds membership and is a trustee in the Mary Palmer Memorial Methodist Episcopal church.

In 1887 was solemnized the marriage of Mr. McMillan to Miss Caroline Lebot, who was born and reared in Detroit, being a daugh-

ter of Enos Lebot, who was born in France, being a son of Jean Lebot, who served in the French army as aide-de-camp under Napoleon and who came to America and settled in Detroit after the overthrow of the French empire. Enos Lebot was a child at the time of the family immigration to America and he is now (1908) one of the venerable and honored residents of Detroit, being eighty-three years of age. Mr. and Mrs. McMillan have three children,—Enos L., Neil, Jr., and Ursulla C.

JOHN McFARLANE.

A skilled chemist and one who has had most careful and extended training in connection with pharmaceutical manufacturing, Mr. McFarlane is eminently qualified for the position which he occupies,—that of superintendent of the laboratories and general manufacturing department of F. A. Thompson & Company, of which concern adequate description is given on other pages of this work.

Mr. McFarlane was born at Guelph, province of Ontario, Canada, on the 13th of December, 1862, being of Scotch and English descent. He was afforded the advantages of the public schools of his native city and also those of the Guelph Collegiate Institute. In the meanwhile he had begun clerking in a local drug establishment, and after leaving school he continued to be thus engaged in Guelph until 1881, when he came to Detroit and secured a position in the pill department of the great laboratories of Parke, Davis & Company. In 1884 he was promoted to a position in the extract department, of which he was given general charge in 1898, resigning this office to accept that of superintendent of the recently organized firm of F. A. Thompson & Company, of whose well equipped laboratories he has since had the general supervision, in connection with the superintendency of the entire manufacturing department. He has been a potent factor in promoting the up-growth of the business, which is now one of no inconsiderable scope and importance, as

may be seen by reference to the article descriptive of the same, and he is one of the popular business men and loyal and public-spirited citizens of Detroit. He is a stockholder of the concern of which he is superintendent and has other business interests of a local order. In politics Mr. McFarlane gives his allegiance to the Republican party, and he is affiliated with the Masonic fraternity and the Benevolent & Protective Order of Elks. He is a bachelor.

CHARLES W. MUNZ.

Among other sterling citizens of foreign birth who have achieved success and marked precedence in connection with the industrial activities of the city of Detroit is Mr. Munz, who is president and general manager of the Posselius Brother Furniture Manufacturing Company, of which large and prosperous concern specific mention is made elsewhere in this volume. He is numbered among the energetic, progressive and loyal business men who are extending the fame and commercial prosperity of the Michigan metropolis, and his success is the more pleasing to contemplate from the fact that it stands as the diametrical result of his own well ordered efforts.

Charles W. Munz was born in the kingdom of Wurtemberg, Germany, on the 25th of July, 1864, and there the family had been established for many generations before his advent in the world. The name has long been identified with wood-working enterprises in that section of the German empire, and its representatives have been skilled artisans as wagon-makers, furniture manufacturers, cabinet-makers, etc. The subject of this sketch was afforded the advantages of the excellent schools of his native place, and when fourteen years of age he there entered upon an apprenticeship to the trade of butcher. He followed this vocation in Germany until 1881, when, at the age of seventeen years, he severed the ties which bound him to home and fatherland and set forth to seek his fortunes in America.

Soon after his arrival he came to Detroit, and near this city he was employed for two years at farm work, in the meanwhile preparing to identify himself with some wood-working industry as soon as opportunity offered. He had an inherent predilection and talent for this line of work and felt confident of his ability to gain success in connection with the same. In 1883 Mr. Munz entered the employ of the Clough & Warren Organ Company, of Detroit, where he became an apprentice at the trade of cabinet-making, in which he became an expert workman. In 1887 he entered into a contract with the company to do the setting up of the finished organs and making them ready for shipment, and he continued to be identified with this concern until 1892. In this year he perfected the invention of an improved form of extension table, upon which he received government patents. He then promoted the organization of a company to manufacture his tables, the result being the incorporation of the Hillsdale Manufacturing Company, of Hillsdale, Michigan, to which city he removed, to become superintendent of the plant. This factory was destroyed by fire in 1892, and Mr. Munz then returned to Detroit, where he made an arrangement with the Posselius brothers to manufacture his new patented extension tables, known as the "Victor" tables. In the connection he also contracted with the firm to complete the tables himself after the machine-room assembling of the same. In 1898 he became a stockholder in the Posselius concern, of whose plant he was then made superintendent. In the following year he purchased the interest of Charles Singelyn, president of the company, and assumed the office of president of the corporation. This position he has since retained, and under his discriminating direction and administrative policy the business has advanced by leaps and bounds until it has become one of the leading enterprises of the kind in the state, as may be seen by reference to the article descriptive of the same. In 1905 Mr. Munz gave further evidence of his fine inventive

ability by perfecting and patenting a machine for the automatic reproduction of wood-graining. This machine met with instant favor and is now utilized by the principal furniture manufacturing in all sections of the Union. Mr. Munz is untiring in his devotion to business, is progressive in his ideas, a strong executive and a man of impregnable integrity of purpose, so that he has gained a secure place in the business circles of the city in which he has gained so marked success.

In politics Mr. Munz gives his allegiance to the Republican party, but in local affairs he is not dominated by partisanship but gives his support to the men and measures meeting the approval of his judgment. He is a member of the Detroit Board of Commerce and the Fellowship Club, and both he and his wife are communicants of St. Anne's Catholic church.

In the year 1892 was solemnized the marriage of Mr. Munz to Miss Anna C. Stucky, daughter of George Stucky, of Detroit, and they have two sons,—Elmer, who was born in 1894, and Harold, who was born in 1898.

ROBERT M. MORTON.

A representative business man of the younger generation in Detroit is Robert M. Morton, who is president of the Morton Baking & Manufacturing Company, elsewhere mentioned in this publication. He is the eldest of the children of Robert Morton, who was the founder of the company mentioned and who is made the subject of a specific sketch on other pages of this volume.

Robert M. Morton takes justifiable pride in the fact that he is a native son of Brooklyn, New York, where he was born on the 21st of January, 1869. He was afforded the advantages of the public schools of Detroit and was graduated in the old Capitol high school. In 1888 he was graduated in the Goldsmith Business College, where he completed a thorough commercial course. From the time of leaving school Mr. Morton has been closely associated with his father in business. He first became

a clerk in the retail store of the Morton Baking Company, at 75 Grand River avenue, and he continued to be thus engaged until 1890, when he became bookkeeper at the manufacturing plant of the company. He was soon afterward promoted to the office of assistant manager of the business, and in 1894 he was made vice-president of the company, to the success of whose business he has contributed in large measure. In February, 1908, he became president of the company, which office he now holds. He is a progressive, reliable and aggressive young business man and is thoroughly loyal to the city which has been his home from boyhood. He is a Republican in his political allegiance; he and his wife hold membership in the First Congregational church; he is affiliated with Ashlar Lodge, No. 91, Free & Accepted Masons; and is an enthusiastic member of the Detroit Golf Club. His city home is located at 174 Stanley avenue, and he has an attractive summer home at Topinabee, on Mullet lake, in Cheboygan county, Michigan.

On the 29th of July, 1890, Mr. Morton was united in marriage to Miss Matie B. Ruthruff, daughter of William Ruthruff, a representative farmer of Greenfield township, Wayne county, and they have three children, namely: Marion R., who is a member of the class of 1909 in the Central high school; Helene D., who is attending the Central high school; and Douglas, who is a student in the McKinley school.

PHILIP KLING.

It is a satisfaction to the publishers to be able to incorporate in this work a brief review of the career of this venerable and honored pioneer citizen, who has maintained his home in Detroit for a long period of years, who has done well his part in furthering the industrial and civic development of the city and who is now living retired, enjoying the rewards of his former years of toil and endeavor. He figures as the founder of the Philip Kling Brewing Company, of which specific mention is made in this volume.

There is no country in Europe that has not given some of its best and strongest men to help in building up our great American republic, and in this sense the United States may well be compared to a crucible of continental dimensions. By the melting and fusing together of elements of different nationalities the American nation was formed, and it is a well recognized fact that from no source has the republic gained a more valuable element to enter into the complex social fabric than that derived from the great empire of Germany. The subject of this sketch stands as one of the sterling German-American citizens of the Michigan metropolis, where he has lived and labored to goodly ends, resolute in purpose, indomitable in energy, and impregnable in personal and business integrity. Philip Kling was born at Kehl, kingdom of Baden, Germany, in 1818. He was afforded the advantages of the excellent schools of his native land, where he was reared to maturity and where in his youth he learned the cooper's trade, becoming a thoroughly skilled artisan in the same. In 1836, at the age of twenty years, like many another young man of the German fatherland, he severed the home ties and set forth to seek his fortune in America. He remained for some time in the east and found employment at his trade in various localities. In 1850 he came to Michigan and became a resident of Detroit,—a city in which he was destined to attain much of success and prestige in his chosen field of endeavor. Soon after his arrival in Detroit Mr. Kling established a modest cooperage business, near the corner of Gratiot avenue and Hastings street, and through his trade he laid the foundation for his later business success. In 1856 he engaged in the brewing business, establishing his plant on the site of the fine brewery which now bears his name, and he individually conducted the enterprise for many years, as is noted in the article descriptive of the business, which was eventually incorporated under title of the Philip Kling Brewing Company. Practically the entire stock of the corporation is retained

by members of the Kling family. During his active business career Mr. Kling made judicious investments in local realty, and through the appreciation in the value of these properties, many of which he personally improved, he gained large financial returns. He is still a large owner of very valuable improved real estate in Detroit. Since 1899 he has lived essentially retired from active business, and though he has reached a patriarchal age he is still mentally alert and takes a lively interest in business affairs and in the events and questions of the hour.

JACOB KOLB.

A successful business man and highly honored citizen of Detroit is Jacob Kolb, who has long been engaged in dealing in horses in this city and who is now president of the Kolb-Gotfredson Horse Company, a review of whose establishment and operations is given elsewhere in this volume.

Mr. Kolb was born in Detroit, on the 8th of February, 1859, and is a son of Jacob and Isabella (Mitchell) Kolb. His father was a native of Hessen-Darmstadt, Germany, where he was reared and educated and whence he immigrated to America in 1855. Soon after his arrival he came to Detroit, where he established his permanent home. Here he engaged in the buying and shipping of cattle, and his operations extended into a large portion of Michigan as well as into the province of Ontario, Canada. He also became a successful dealer in horses and was the founder of the business of which the subject of this sketch is now the executive head. Jacob Kolb, Sr., retired from active business in 1895 and continued to reside in Detroit until his death, which occurred in 1905. He was a man of sterling integrity of character, was aggressive and enterprising in business and was successful in his operations. He was loyal to the land of his adoption and fully appreciative of its institutions. His political support was given to the Democratic party. Isabella Mitchell was a native of Edinborough, Scotland, and

her marriage to Mr. Kolb was solemnized in Detroit, where she died in 1882. Of the children of this union four are living.

Jacob Kolb, Jr., the immediate subject of this review, is indebted to the public schools of Detroit for his early educational training, and practically his entire business career has been one of close identification with the line of enterprise in which he is now concerned. When about eighteen years of age he entered the employ of Joseph H. Bushor, horse dealer, and in 1878 he formed a partnership in the same line of business with Mr. Bushor. Thereafter Mr. Kolb was alone in business about ten years, and then was associated with George Cox for two years, at the expiration of which he assumed full control of the business, which, under his effective direction and supervision, has been developed into the most extensive and important of the kind in the middle west. The enterprise has wide ramifications and calls to Detroit many buyers from distant points. For further details concerning the business reference may be made to the article descriptive thereof. Mr. Kolb is progressive as a citizen and as a man of business, and his success has been in harmony with the able efforts which he has put forth. In politics he gives his allegiance to the Democratic party, but he has never been active in public affairs. He is a member of Detroit Lodge, No. 34, Benevolent & Protective Order of Elks, and he enjoys distinctive popularity in the city which has ever been his home.

On the 11th of January, 1881, Mr. Kolb was united in marriage to Miss Mary Lorent, daughter of Nicholas Lorent, of Detroit, and they became the parents of three children,—Jacob A., Mary Clara, and Matilda Catherine. Jacob A. Kolb, the only son, was born on the 26th of November, 1881, and his death occurred on the 11th of July, 1907. He was a graduate of Assumption College, at Sandwich, Ontario, and was a young man of sterling character, gaining and retaining the confidence and high regard of all with whom he came in contact. He was associated with his father

in business at the time of his death. Mary Clara, the elder of the two daughters, is now the wife of Benjamin Gotfredson, secretary and treasurer of the Kolb-Gotfredson Horse Company, and the younger daughter remains at the attractive family home, at 51 Canfield avenue, west.

WALTER N. BAKER.

On other pages of this volume, in a department devoted to representative industrial and commercial concerns of the city of Detroit and the county of Wayne, specific description is given of the Hargreaves Manufacturing Company, of which Mr. Baker is treasurer, and to said article reference should be made for further information in regard to the business associations of the subject of the brief sketch here entered.

Mr. Baker is a native of the smallest of the commonwealths of the American Union, but this fact has in no sense militated against his capacity for large affairs, and he is recognized as one of the progressive and representative business men of the younger generation in Detroit. He was born in the city of Providence, Rhode Island, on the 21st of August, 1866, and is a son of Charles and Emily C. (Yates) Baker. Both families were founded in America in the colonial epoch. When Walter N. Baker was but one year old his father died and his widowed mother then came to Detroit, in 1867, joining relatives in this city, where she still maintains her home.

The subject of this review is indebted to the public schools of Detroit for his early educational discipline, which was effectively supplemented by a course in the Goldsmith Business College, of this city. In 1884, when eighteen years of age, Mr. Baker initiated his business career by securing a position in the establishment of Ducharme, Fletcher & Company, wholesale hardware dealers, being first employed in the office of the company and later in the stock department. In 1888, when but twenty-two years of age, he engaged in busi-

ness on his own account, by opening a retail hardware store at the corner of Fort street west and Clark avenue. This enterprise he brought to a point of most successful operation and he conducted the same, under the title of the Baker Hardware Company, until April, 1896, when he sold the stock and business and purchased an interest in the Hargreaves Manufacturing Company, with whose affairs he at once identified himself, first assuming the position of bill clerk and remaining incumbent of this office until 1902. In the meanwhile he had exercised other executive functions, and in the year mentioned he was elected to his present office of treasurer, in which he has since had supervision of the finances, the correspondence and the purchasing department of the concern, proving a most discriminating and capable administrative officer.

Mr. Baker is aligned as a supporter of the principles and policies of the Republican party, but has never been active in the domain of practical politics. He is a member of Palestine Lodge, No. 357, Free & Accepted Masons; Monroe Chapter, No. 1, Royal Arch Masons; Riverside Lodge, No. 303, Independent Order of Odd Fellows; and is identified with the Detroit Young Men's Christian Association, the Detroit Athletic Club, the Rushmere Club, and the Detroit Motor Boat Club. He is distinctively popular in business and social circles and still clings to a life of celibacy.

WILLIAM V. MOORE.

William V. Moore occupies a prominent place at the bar of his native city and is well upholding the professional and civic prestige of his honored father, the late William A. Moore, a memoir of whom appears in this volume, so that a review of the family history is not required at this juncture.

In the city of Detroit William V. Moore was ushered into the world on the 3d of December, 1856, and here he has maintained his home thus far throughout his life. After duly availing himself of the advantages of the pub-

lic schools of Detroit he was matriculated in his father's cherished alma mater, the University of Michigan, in which he was graduated as a member of the class of 1878, receiving the degree of Bachelor of Arts. In the same year he began the study of law under the able preceptorship of his father, and finally he entered the law department of the Boston University, in which he was graduated in 1880, with the degree of Bachelor of Laws. Shortly after his graduation Mr. Moore was admitted to the bar of his native state, in Detroit, where he at once entered upon the active work of his chosen profession, in which he was continuously associated in practice with his father until the death of the latter. He was thus originally with the firm of Moore & Canfield, which was succeeded by that of W. A. & W. V. Moore, which in turn gave place to that of Moore & Goff. The latter continued until 1905, when the present firm of Moore, Standart & Drake was formed.

Mr. Moore has devoted his attention principally to corporation law and is attorney for leading banks and insurance companies. He is well fortified for the work of his profession and is one of the leading corporation lawyers of Detroit, where his firm controls a large and representative business.

Mr. Moore is a stockholder and director and general counsel of the Wayne County Savings Bank and the Detroit Fire & Marine Insurance Company. He is vice-president of the Northern Engineering Works and has other important capitalistic interests, many of which were largely promoted by his father. In politics he gives his support to the Democratic party, but public office has never offered sufficient allurements to cause him to become a candidate for the same. He was a member of the board of education from 1885 to 1889, and during the last two years was president of that body. He has been a member of the fire commission of the city since 1905. In 1896 he was delegate from the first district of Michigan to the national Democratic convention at Chicago. He succeeded his father as a



W. J. Moore

trustee of the Woodward Avenue Baptist church.

June 28, 1883, Mr. Moore was united in marriage to Miss Jennie C. Andrews, who was born and reared in Michigan, and they have two children,—William V. H. and Mary.

WILLIAM M. FINCK.

He whose name initiates this paragraph is numbered among the progressive and alert business men who are giving and have given so distinctive impetus to the industrial advancement of the Michigan metropolis, and the success which he has achieved through his own energy and ability is best evidenced in the scope and importance of the enterprise at whose head he stands. He is president of the corporation known as W. M. Finck & Company, and as adequate description of this concern is given in another department of this publication it is not necessary to review the same in further detail at this juncture.

Mr. Finck is a native of the old Empire state of the Union, having been born in Lyons, Wayne county, New York, on the 25th of June, 1854. Further information concerning the family history may be found on other pages of this work, in the sketch of the life of his brother, Leon C. Finck, with the Detroit establishment of Parke, Davis & Company. Mr. Finck secured his early educational discipline in the school conducted by his father at Wolcott, New York, to which place his parents removed when he was about eight years old, and later he continued his studies in the public schools of Syracuse, New York. He had in the meanwhile initiated his business career, since at the age of but twelve years he became a cash boy in the dry-goods establishment of Milton Price, of Syracuse, New York, and later he served as messenger for the Western Union Telegraph Company, in the same city. When sixteen years of age he secured the position of train boy on the New York Central Railroad, making the run from Syracuse to Rochester. In 1870 Mr. Finck came to Detroit, and here he secured employment in the

same line of service, on the Detroit & Milwaukee Railroad. In this connection he traversed the route between Detroit and Grand Haven. In 1878 he returned to New York state and located in Penn Yan, where he assumed a clerkship in the clothing store of his uncle, Charles Fitzsimmons, who was also one of the pioneer manufacturers of overalls. After a brief interval Mr. Finck was given charge of the overall manufactory, and he there gained excellent training in the manufacturing of high-grade goods in the line which he eventually advanced to so marked precedence: the institution of which he is now president is one of the leading manufacturers of overalls and kindred products to be found in the entire Union. The enterprise conducted by his uncle grew rapidly and the manufacturing quarters proved inadequate, while it was also difficult to secure the required number of employes. In view of these conditions the business was removed to Detroit in 1885, in which year Mr. Finck was admitted to partnership with his uncle, under the firm name of Fitzsimmons & Finck. The original factory in this city was established in the building of the old Detroit Stamping Company, on Champlain street, and the firm was the first to institute the manufacturing of high-grade overalls in Michigan. The high standard established at the time has been maintained by W. M. Finck & Company, and it is worthy of special note that at the present time Detroit leads all other cities in the United States in this line, since here are manufactured fully fifty per cent. of all high-grade overalls made in the country. In conserving this prestige, it is scarcely necessary to say, the Finck factory has been the dominating force. From the beginning of the operations of the firm of Fitzsimmons & Finck sales were made almost entirely on approval of goods, as merchants were somewhat loath to introduce goods of so high grade and of prices advanced above those for the greatly inferior products. They had been accustomed to handling goods ranging in price from four to five dollars a dozen, and with the

improved workmanship and superior materials of the Fitzsimmons & Finck products prices ranged from eight to nine dollars a dozen. That the latter products made their value and economy apparent is evident from the fact that the demand has been constantly cumulative from the time of introduction and has resulted in the upbuilding of an industry of magnificent scope and importance. The original quarters secured in Detroit soon proved entirely inadequate to accommodate the constantly expanding business, and in 1886 Fitzsimmons & Finck purchased of the late Daniel Scotten two lots of ground near Dix road, on Twenty-fourth street. On this land was erected a frame factory building one story in height and seventy-five by one hundred feet in dimensions. Operations were instituted in this factory with a force of only twenty-five hands. In 1891 Mr. Finck withdrew from the firm and associated himself with Hamilton Carhartt, forming the firm of Hamilton Carhartt & Company. From 1891 until 1902 Mr. Finck had direct charge of the manufacturing department of the business of Hamilton Carhartt & Company and in the latter year he retired from the firm to effect the organization of the present corporation of W. M. Finck & Company, in which his associate from the start has been James L. Lee. From the review of the history of the concern on other pages of this volume may be gained an idea as to the wonderful growth of the enterprise within the few intervening years. Mr. Finck is essentially loyal and public-spirited as a citizen, is far-sighted and aggressive as a business man and has won a success of which he may well be proud. He is an appreciative member of the Detroit Board of Commerce, is a Republican in politics and is identified with the Society of Colonial Wars and the Michigan Society of the Sons of the American Revolution.

In the year 1897 was celebrated the marriage of Mr. Finck to Miss Katherine Rheiner, daughter of Edward Rheiner, of Dayton, Ohio. Mr. Rheiner was a native of France. Mr. and Mrs. Finck have no children.

A. ARTHUR CAILLE.

A native son of Detroit who has here attained to a position of distinctive prominence as one of the most aggressive and successful young business men of the state, is A. Arthur Caille, president and general manager of the Caille Brothers Company, the most extensive manufacturers of coin-controlling machines in the world. A brief review of the history of the company is incorporated on other pages of this volume, and to the article in question reference may be made for information definitely supplemental to this sketch of the career of the head of the concern.

Mr. Caille was born in Detroit on the 1st of April, 1867, and is a son of Joseph M. and Catherine (Moret) Caille. The father was a native of Switzerland, having been born in one of the French-speaking cantons of that fair little republic, where he was reared and educated and where he learned the trade of cabinetmaker. In 1851 he came to America and took up his residence in Detroit, where he engaged in the work of his trade. Finally he established himself in the retail furniture business on Gratiot avenue, where he continued operations for a term of years, after which he removed to Owosso and later to Saginaw, this state, where he continued in the same line of enterprise. He retired from active business in 1897 and the closing years of his long and useful life were passed in Detroit, where he died in 1907, at the age of seventy-six years. His wife was born in Switzerland and her death occurred in 1885. Of their children three are living,—Adolph A. and A. Arthur, who are interested principals in the Caille Brothers Company, and Louise M., who is the wife of Robert C. Yates, identified with the operation of machines of the same company. The father was a Republican in his political proclivities and both he and his wife were members of the Saint Anne church.

A. Arthur Caille was about ten years of age at the time of the family removal to Owosso and Saginaw, in whose public schools he secured his early educational discipline. In 1883

he entered upon an apprenticeship at the wood-working trade, under the effective direction of his father, and he early evinced that distinctive mechanical skill and inventive ability which have been the prime conservators of his remarkable success in the field of independent manufacturing. He was the inventor of the modern cash-carrier system for use in mercantile establishments, having secured patents on his invention in 1889 and having instituted the manufacture of the same in the same year. His invention met with ready approval and the Caille system was by him installed in leading stores in all sections of the Union. In 1893 he brought out his first patents in the coin-controlling slot machines, and in the placing of the same he was successful from the start. From this beginning has been evolved the gigantic industrial enterprise of which he is now the executive head and principal stockholder. The original factory was at Saginaw, from which city he removed his headquarters to Detroit in 1895. Here operations have since been continued and the plant of the company is the largest of its kind in the world. In 1906 Mr. Caille also became interested in the conducting of theaters devoted to vaudeville and moving pictures, and in this line also has his success been most pronounced. In the enterprise he is associated with J. H. Kunsy, under the firm name of The Casino Company, and the firm now controls a series of well equipped theaters in Detroit, Toledo and other cities.

In politics Mr. Caille maintains an independent attitude, and in a fraternal way he is identified with Detroit Lodge, No. 34, Benevolent & Protective Order of Elks, of which he is a life member. He is also an enthusiastic member of the Detroit Yacht Club and takes much interest in nautical affairs.

WILLIAM CALLAN.

The subject of this review is secretary of the Newton Beef Company, of which specific mention is made on other pages of this work, and is one of the clean-cut, aggressive young busi-

ness men of the Michigan metropolis. He was born in the city of Philadelphia, Pennsylvania, on the 16th of September, 1878, and is a son of Samuel W. and Ellen Ida (Weeks) Callan. He was afforded the advantages of the excellent public schools of his native city and those of Detroit, after which he was matriculated in the University of Michigan, in which he was graduated as a member of the class of 1900, with the degree of Bachelor of Arts. Later he was for one year a student in the law department of the university. In 1902 Mr. Callan was in the employ of the American Bicycle Company, having charge of the southern territory of the same, and later he was connected with the sales department of the American Hominy Company. In 1903 he was elected to his present office of secretary of the Newton Beef Company, and he has since handled the office affairs of the concern with marked ability and discrimination. He is a member of the University Club and the Detroit Country Club, being popular in both business and social circles, and his political allegiance is given to the Republican party.

DAVID MEGINNITY.

The real-estate business in Detroit has an able and prominent representative in the subject of this sketch, who is a native of this city and who retired from the office of collector of internal revenue for this district in August, 1908.

In Detroit, on the 3d of September, 1861, David Meginnity was born, being a son of Robert and Elizabeth (Hanna) Meginnity, the former of whom was born in the north of Ireland and the latter in Detroit. Robert Meginnity devoted the major portion of his active business career to the manufacturing of smoking tobacco in Detroit, where his father-in-law, John Hanna, was one of the pioneers in this line of industry, having been at the head of the old and well known firm of Hanna & Company. Robert Meginnity was a citizen of worth and influence and in 1869 he repre-

sented the fifth ward of the city on the board of aldermen. He continued to reside in Detroit until his death, which occurred on the 4th of July, 1875, and his venerable widow still maintains her home here. Of their children six are living,—three sons and three daughters.

David Meginnity, the immediate subject of this review, duly availed himself of the advantages of the schools of Detroit, and in 1879, at the age of eighteen years, he entered the employ of Lindsay & Gamble, lumber merchants, with whom he remained for a period of eight years, at the expiration of which, in 1887, he engaged in the wholesale lumber business on his own responsibility. In 1890 he retired from this enterprise and engaged in the real-estate business, in which he has since continued most successfully. He has assisted in opening a number of now important streets in the city and has built up a large and important business in the handling of both improved and unimproved realty. In 1903 he was appointed to the office of collector of internal revenue, of which he remained incumbent until August 15, 1908. He is an interested principal in the firm of Blakeslee & Company, an instalment house, on Grand River avenue.

In politics Mr. Meginnity has long been an active and valued worker in the cause of the Republican party. He was the prime organizer of the Alger Club and served for some time as its president. In 1893 Governor Rich conferred upon him appointment to membership on the board of jury commissioners of Wayne county, which office he retained for a term of six years. In 1895-6 he was secretary of the Michigan League of Republican Clubs, and in the latter year he was elected a delegate to the Republican national convention, being the youngest representative of Michigan in that body.

On the 9th of September, 1890, Mr. Meginnity was united in marriage to Miss Grace A. Graves, who was born and reared in Detroit, being a daughter of Henry A. Graves, a rep-

resentative citizen. The children of this union are: David, Jr., Norman K., Blanche G., Henry G., and Robert.

GEORGE D. MASON.

Mr. Mason ranks as one of the representative architects of the Union, and his labors in his profession have transcended local limitations, so that his reputation is on a parity with his splendid accomplishments in his chosen field of endeavor. He has had an experience of more than a quarter of a century in his profession and the practical results of his work are seen in some of the best modern buildings in Detroit.

Mr. Mason was born in the city of Syracuse, New York, on the 4th of July, 1856, and is a son of James H. and Zada E. (Griffin) Mason, natives of Syracuse, New York. They came to Detroit in 1870 and here the father was engaged in manufacturing for a number of years. Both are now deceased. The subject of this sketch was reared to the age of fourteen years in his native city, duly availing himself of the advantages of its public schools, and he then came with his parents to Detroit, where he continued his studies until he completed the curriculum of the high school, in which he was graduated as a member of the class of 1873. After leaving school he studied the art and science of architecture under the able preceptorship of the late Henry T. Brush, of Detroit, making rapid advancement in his technical learning and the power of applying the same in a practical way. In 1878 he formed a professional partnership with Zachariah Rice, under the firm name of Mason & Rice, and they continued to be associated in business as architects until 1898, since which time Mr. Mason has been engaged in the work of his profession in an individual way. In the year 1884 he made a tour of several months in Europe, devoting special attention to the study of architecture in its best forms in the various lands included in his itinerary, and having visited England, France, Germany, Italy and other countries. To further fortify

himself for the work of his profession he took a special and exacting course in higher mathematics a number of years ago. He is identified with the American Institute of Architects, being one of the valued members of the Michigan chapter of this body. It is needless to enter into details as to the results accomplished by Mr. Mason farther than to call to the attention of those in the least familiar with modern Detroit the fact that he planned and supervised the erection of following splendid structures, which are but a very few of those which stand as monuments to his skill: The Masonic Temple, the First Presbyterian church, Trinity Episcopal church, the Detroit Opera House and the magnificent Hotel Pontchartrain, opened for business in the autumn of 1907. He also designed and erected the office building for the firm of Hiram Walker & Sons, the great distillers and manufacturers of Walkerville, Ontario.

In politics Mr. Mason is a staunch adherent of the Democratic party but has never been an aspirant for public office, though he consented to serve as a member of the first board of building inspectors in Detroit, being incumbent of this office for one year. He is a Freemason of high rank, having completed the circle of the Scottish Rite, in which he has attained to the thirty-second degree. He also holds membership in the Detroit Club, the Witenagemote Club and other social or semi-business organizations in his home city.

In 1882 was solemnized the marriage of Mr. Mason to Miss Ida Whitaker, daughter of the late Captain Byron Whitaker, of Detroit, a memoir of whom is given in this work. Mr. and Mrs. Mason have one daughter, Lillian.

JOHN GILLESPIE.

As general manager of the Detroit Regalia Company, in which he is a stockholder and of which mention is made on other pages of this volume, Mr. Gillespie is to be designated as one of the representative young business men of Detroit, of whose attractions as a place of

residence and as a manufacturing and distributing center he is deeply appreciative.

In a section of the old Bay state which was made famous through the long-time residence of that erratic genius, the late Horace Greeley, the subject of this sketch was born, the place of his nativity having been Chicopee, Massachusetts, where he was ushered into the world on the 3d of November, 1877. He is a son of George and Agnes (Adams) Gillespie, both of whom were natives of Scotland. When he was but a lad his father died. Mr. Gillespie was afforded the advantages of the public schools of his native village and early became dependent upon his own resources. At the age of thirteen years he secured a position in the office of the Ames Sword Company, at Chicopee, Massachusetts, with which concern he continued to be identified until 1900, having gained a thorough knowledge of the business, including swords and general lines of regalia, and having risen to a position of distinctive trust and responsibility. In the year last mentioned Mr. Gillespie came to Detroit and connected himself with the Armstrong Regalia Company, by which he was employed as a salesman until 1903, when he effected the organization of the Detroit Regalia Company. In 1904 he consolidated the same with the Morgan, Puhl & Morris Company, and became general manager of the business. After the fire, which did great damage to the company, in March, 1907, a reorganization took place and the Detroit Regalia Company was incorporated, with officers as noted in the article descriptive of the same. Mr. Gillespie has continued as general manager and it is in large measure due to his technical knowledge and his executive ability that the company has gained precedence as the third largest of the sort in the United States.

Mr. Gillespie is a staunch Republican in his political proclivities, is an enthusiastic member of the Detroit Board of Commerce and is identified with the Fellowcraft Club and the Detroit Motor Boat Club. He has risen to high degree in the Masonic fraternity, being

identified with Michigan Sovereign Consistory of the Ancient Accepted Scottish Rite, Damascus Commandery, Knights Templars, and Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine. He also holds membership in the Knights of Pythias, the Dramatic Order of the Knights of Khorassan, and both the lodge and encampment of the Independent Order of Odd Fellows, in which he is a colonel of the Patriarchs Militant. Mr. Gillespie is not married.

EPHRAIM B. EASTER.

Mr. Easter is auditor and credit manager of the Detroit Creamery Company, of which noteworthy concern an adequate description is given on other pages of this volume, and his entire business career has been one of close identification with the line of enterprise which now engages the major portion of his time and attention. He is recognized as one of the alert and liberal young business men of Detroit, where he enjoys unqualified personal esteem and popularity.

Mr. Easter was born in Greenfield township, Wayne county, Michigan, on the 20th of December, 1872, and is a son of Alfred and Susan Cox (Brown) Easter. His father remains in active service as executive head of the Detroit Creamery Company and was the founder of the business. After duly availing himself of the advantages of the public schools of Detroit, Ephraim B. Easter supplemented this training by entering the Detroit Business University, in which he completed a thorough course and was graduated as a member of the class of 1888. He forthwith entered the employ of his father, who had long been established in the dairy business in Detroit. In the following year the subject of this sketch was admitted to partnership in the business and the firm name of A. Easter & Son was then adopted. The son assumed charge of the office, accounts, collections and correspondence, and upon the incorporation of the Detroit Creamery Company, in 1900, he became audi-

tor and credit manager, of which dual office he has since continued the efficient incumbent. He is represented by a large holding of the stock of the company and its affairs engross the greater part of his time, for the business of the concern is most extensive, as may be seen by reference to the article descriptive of the same. Mr. Easter is also a stockholder in the Detroit & Buffalo Steamboat Company.

The political views of Mr. Easter are indicated by his allegiance to the Republican party, and in a fraternal way he is prominently identified with the time-honored Masonic order, in which he has risen to advanced degrees in the Scottish Rite. His Masonic affiliations are as follows: City of the Straits Lodge, Free & Accepted Masons, of Detroit, Michigan; King Cyrus Chapter, No. 133, Royal Arch Masons, Detroit; Damascus Commandery, No. 42, Knights Templar, Detroit; Buffalo Consistory, Ancient Accepted Scottish Rite, Buffalo, New York; and Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine, Detroit. He has held various offices in the several Masonic bodies and is distinctively popular in the circles of the fraternity, being the first worshipful master of the blue lodge above mentioned. He and his wife are members of the Central Methodist church of Detroit.

In 1902 Mr. Easter was united in marriage to Miss Mabel E. Fargo, daughter of the late Perry Fargo, of Erie, Pennsylvania, and a niece of James T. Fargo, treasurer of the American Express Company.

CHARLES A. STRELINGER.

As president and general manager of the Charles A. Strelinger Company, of which he was the founder, the subject of this review is recognized as a representative business man of Detroit, and the success and prestige which he has gained are the more gratifying to contemplate in an incidental way from the fact that he is a native son of the city in which he has made this advancement.

The Charles A. Strelinger Company dates its inception back to the year 1884, when Mr. Strelinger initiated business upon a somewhat modest scale, in a building on the corner of Woodward avenue and Larned street. He brought to bear excellent business experience, marked energy and progressive ideas, so that the success of the enterprise was cumulative and it eventually attained to such proportions as to demand wider facilities. He conducted the business individually until 1897, when the present stock company was organized, being incorporated under the laws of the state with a capital stock of one hundred thousand dollars, which was later increased to its present figure,—one hundred and fifty thousand dollars. The company does a general wholesale and retail business in the handling of all kinds of tools, machinery and mechanics' supplies, and the concern now ranks as one of the foremost of the kind in the United States, controlling a large and substantial trade and having unrivaled facilities. The headquarters of the company are established at Bates and Congress streets, where about forty thousand square feet of floor space are utilized.

Charles A. Strelinger was born in Detroit, on the 4th of May, 1856, and is a son of Julian and Bertha (Schultz) Strelinger, both of whom were born in Austria. The father was reared and educated in his native land, where he remained until 1848, when he came to America, taking up his residence in Detroit in the same year. For some time he was here engaged in the manufacturing of vinegar and later he became identified with other lines of enterprise, including the ownership and operation of a brewery. He continued to reside in Detroit until 1897, when he removed to Chicago, where he passed the remainder of his life. He died in that city in 1906, at the venerable age of eighty-three years.

The subject of this sketch was reared and educated in Detroit, where he was afforded the advantages of the public schools, and his first business experience was as errand boy in the hardware establishment of Glover & Powell,

with which concern he remained until T. B. Rayl & Company succeeded them, in 1875, after which he remained with the latter concern until 1884. He was advanced to a position of distinctive responsibility and gained an intimate knowledge of all details of the business, so that he was well fortified for the successful management of his own allied enterprise, which he founded at the expiration of that period, or in 1884, as has already been stated. He was also one of the founders of the Leland & Faulconer Company, later merged with the Cadillac Motor Car Company, and was secretary and treasurer of the company for a number of years.

Though never an active factor in the arena of practical politics, Mr. Strelinger at all times manifests a loyal interest in public affairs of a local nature and observes his civic duties by exercising his franchise in support of the principles and policies of the Republican party. He is a member of the Board of Commerce and the Detroit and Boylston Clubs, and both he and his wife are members of Westminster Presbyterian church, of which he is a trustee.

On the 16th of September, 1884, he married Miss Mary Penfield, a daughter of Williston S. Penfield, of Detroit, and they have two sons,—Gilbert Penfield and Seth Williston.

WILLIAM L. CASWELL.

Through technical ability and distinctive administrative talent Mr. Caswell has exerted a most potent influence in building up one of the successful industrial enterprises of Detroit,—that conducted by the Peninsular Milled Screw Company, concerning which detailed record is made on other pages of this publication. He is vice-president of the company and general manager of its manufactory, being recognized as one of the alert and progressive business men of the Michigan metropolis.

Reverting to the nativity of William L. Caswell, it is to be noted that he was born in the city of Rochester, New York, on the 22d of December, 1854. He is a son of Joseph and

Emma (Lang) Caswell, both of whom were likewise born in the old Empire state of the Union, where they were reared to maturity and where the father became a prosperous farmer and cattle-raiser. He later followed the same vocation in Perth county, province of Ontario, Canada, whither he removed when the subject of this sketch was about twenty years of age.

William L. Caswell, the immediate subject of this sketch, secured his early educational discipline in the public schools of Mitchell and Stratford, Ontario, and in 1870, at the age of sixteen years, he entered upon an apprenticeship to the machinist's trade, in Mitchell. He made good use of the opportunities afforded and in due time became a skilled artisan in the trade mentioned, serving a full apprenticeship of four years. As a journeyman machinist he was employed by the firm of Thompson & Williams, of Stratford, Ontario, from 1877 until 1879; this concern was engaged in general mill work and in building locomotives. In 1879 Mr. Caswell took up his residence in Detroit, where he entered the employ of William Rodda, who conducted a general machine shop at the corner of Antoine and Atwater streets. He remained thus engaged until 1881, when he secured a position in the shops of the Detroit Locomotive Works, but before the close of that year he became a machinist in the E. T. Barnum Wire Works, another of the representative industrial concerns of Detroit. In 1885 Mr. Caswell secured a responsible position in the Detroit Screw Works, and before the close of the year he was promoted to the foremanship of the machine shop. In 1887 still further recognition and appreciation of his ability and fidelity were given, since he was then made general superintendent of the plant, of which office he remained incumbent until 1901, when he became one of the organizers of the Peninsular Milled Screw Company, which was incorporated in January of the following year and of which he has been vice-president since the reorganization, in 1903. From the inception of the business

he has had charge of the practical details of manufacturing, and his wide experience and splendid technical knowledge of mechanics have been effective agencies in conserving the upbuilding of a flourishing and substantial enterprise, as the article descriptive of the company clearly indicates. Mr. Caswell has invented many valuable mechanical devices and special machinery used in the manufacture of screws, and the plant of the Peninsular Milled Screw Company has in service many such machines and accessories perfected by him. He also devised and constructed much of the machinery used in the Detroit plant of the American Radiator Company, which likewise is made the subject of special mention in this volume. He has gained no little prestige as an inventor and mechanic and is well known in local manufacturing circles.

In politics Mr. Caswell is found aligned as a supporter of the principles and policies for which the Republican party stands sponsor, and in a fraternal way he is affiliated with Zion Lodge, No. 1, Free & Accepted Masons.

In 1884 was solemnized the marriage of Mr. Caswell to Miss Amelia S. Saenger, who was born and reared in Detroit, being a daughter of Ernest S. Saenger, who is a native of Germany and who has been for many years a resident of Detroit, where he is still living and where he followed the vocation of bookbinder for fifty years. Mr. and Mrs. Caswell have no children.

JERE C. HUTCHINS.

In the matter of public utilities Detroit can justly claim to possess essentially metropolitan facilities, and of these those afforded by the Detroit United Railway easily take precedence of all others. The fine modern system is one that will compare more than favorably with those of other cities throughout the Union, and the full appreciation of the efficiency of the service can be understood only by those who have been able to make comparison between the same and those employed in other cities of the same class and of even far greater population.



J. C. Hutchins

In the present connection it is not demanded that detailed mention be made of this system, including the best of modern provisions, both urban and interurban, for on other pages of this volume is given a review of the history of the controlling company and its operations. At the head of this great corporation stands one whose administrative and directing powers have proven equal to every emergency and contingency, and his generalship has done much to further the growth and material prosperity of Detroit and to offer to its citizens the present admirable facilities for transportation within and without the gates of the fair "City of the Straits." The executive head of the Detroit United Railway Company is Jere C. Hutchins, and it is but consonant that in this publication be entered a brief review of his career.

Mr. Hutchins was born in Carroll parish, Louisiana, on the 13th of October, 1853, and is a son of Anthony W. and Mary B. (Chamberlin) Hutchins, the former of whom was born in Mississippi, of stanch old Southern stock, and the latter of whom was a native of the state of Pennsylvania. The father was a successful planter in Louisiana for many years, and there he continued to reside until about 1853, when he removed with his family to Lexington, Missouri, where he continued in the same line of enterprise.

Jere C. Hutchins was afforded the advantages of the public schools of Lexington, Missouri, and thereafter he continued his higher academic studies under the direction of a private tutor. At the age of seventeen years he began the study of civil engineering, under the direction of Major Morris, one of the leading civil engineers of Missouri, and he bent his energies to gaining a thorough knowledge of the technical and practical details of this profession in which he was destined to gain a high reputation. He assisted in the construction work on the Missouri division of the Gulf & Lexington Railroad and was later connected with engineering work on the Kansas Pacific, the Kansas & Texas, and the Texas Pacific

Railroads, for each of which he served as construction engineer.

In 1876 Mr. Hutchins removed from Missouri to Waco, Texas, and there he made a diametrical change in his vocation, by becoming a member of the reportorial staff of the Waco Examiner, of which he later became editor. He also acted as political correspondent in Texas for New York and New Orleans papers, and he proved distinctively versatile and successful in the field of practical journalism. In 1881 Mr. Hutchins again identified himself with the work of his profession, and for the ensuing thirteen years he continued to be engaged in railroad engineering work. He was connected in turn with the New Orleans & Pacific, the Missouri, Kansas & Texas, the Louisville, New Orleans & Texas, and the Illinois Central Railroads.

In 1894, at the expiration of the period noted above, Mr. Hutchins came to Detroit, where he became vice-president of the Citizens' Street Railway Company, in which he had become a large stockholder. He also became president of the Detroit, Fort Wayne & Belle Isle Railway Company, and vice-president of the Detroit Electric Railway Company. These three companies represented at the time the principal street-railway interests of Detroit. In his executive capacities Mr. Hutchins did much to inaugurate improvements in facilities and service, and his policy has ever been of the most progressive order, yet tinged with due conservatism. Upon the consolidation of the various street-railway interests of the city, coincident with the organization of the Detroit United Railway company, in 1901, Mr. Hutchins was elected vice-president of the company, and in January, 1902, he was chosen president, an office which he has since continued to fill and one in which he has accomplished a great work in extending and perfecting the complex system controlled by the company and duly noted in the article specifically descriptive of the same. He has been animated by distinctive public spirit and has done all in his power to conserve the in-

terests of the stockholders of the company, while advocating liberality in all extension and equipment work. The citizens of Detroit and other points touched by the system have a full appreciation of the facilities afforded, and adverse criticism can come only from those moved by political motives or lack of knowledge.

Mr. Hutchins has never had aught of ambition for public office of any order. He is a member of the Detroit Board of Commerce and is in full sympathy with its high civic ideals. He is identified with leading clubs of Detroit, is a member of the American Society of Civil Engineers, and is affiliated with the Knights of Pythias and the Masonic fraternity, in which latter he has completed the circle of the Scottish Rite. He is a member of Detroit Commandery, No. 1, Knights Templar, in Detroit.

In April, 1881, Mr. Hutchins was united in marriage to Miss Anna M. Brooks, of Waco, Texas, and she was summoned to the life eternal in July, 1900. In June, 1903, Mr. Hutchins wedded Miss Sarah H. Russel, daughter of the late Dr. George B. Russel, of Detroit, to whom a memorial tribute is dedicated in this publication.

DANIEL T. McNIEL.

As president of the Detroit Steel Pulley Company, of which adequate description is given in the industrial and commercial department of this publication, Mr. McNiel is numbered among the representative business men who are pushing forward the wheels of progress in the Michigan metropolis and bringing to the city ever increasing prestige as a metropolitan distributing center.

Mr. McNiel is a native of the state of Indiana, having been born in the city of Logansport, Cass county, on the 7th of December, 1847, and being a son of Daniel and Penina (Stumbaugh) McNiel. Daniel McNiel was born in the state of Virginia, whence he removed to Indiana and became one of the pioneers of Cass county, where he took up his

residence about the year 1825 and where he died in 1848, when the subject of this sketch was less than a year of age. The father reclaimed a farm from the virgin forest and was one of the prominent and influential citizens of the pioneer community.

Daniel T. McNiel gained his early education in the public schools of Logansport and Kokomo, Indiana, in the high school of which latter city he completed a thorough course. From 1866 until 1871 he was a successful and popular teacher in the district schools of his native state, and he then secured employment in the Logansport office of the freight department of the Indianapolis, Peru & Chicago Railroad, now a part of the Lake Erie & Western system. Later he was employed in the general freight office of the same road, in Indianapolis, where he remained until 1875, when he became associated with Nathaniel Bell and leased the gas plant in the city of Kokomo. He had charge of the plant and business until 1885, when he engaged in the hardware business in the same city. In 1887 he became one of the stockholders in the Reeves Pulley Company, of Columbus, Indiana, of which he was a traveling representative for seventeen years. In 1897 he was elected vice-president of the company, of which office he has since remained incumbent. The trade of this representative concern extends throughout the United States, Canada and Mexico, and also into all of the leading countries of Europe. In 1904 Mr. McNiel came to Detroit, where he effected the organization of the Detroit Steel Pulley Company, of which he has been president from the time of its incorporation. Of his connection with this company, the largest of the sort in the world, due information is given in the aforementioned article descriptive of the same. For many years he represented the Reeves Pulley Company in the Manufacturers' National Association.

In politics Mr. McNiel gives his allegiance to the Republican party, as do also his sons, and both he and his wife hold membership in the First Presbyterian church.

In October, 1879, Mr. McNiel was united in marriage to Miss Sarah Pickett, whose father, Nathan Pickett, now eighty-nine years of age (1908), has for many years been president of the Howard National Bank, of Kokomo, Indiana. From 1895 until 1904 Mr. and Mrs. McNiel resided in the city of Ann Arbor, where their sons were attending the University of Michigan. They have two sons,—Paul C. and Walter C.

PAUL C. MCNIEL was born in Kokomo, Indiana, on the 8th of March, 1883, and after completing the curriculum of the public schools, including a course in the Ann Arbor high school, he entered the literary department of the University of Michigan, where he remained a student during the years 1902-3. He then assisted his father in the organizing and incorporating of the Detroit Steel Pulley Company, of which he has been secretary and treasurer from its inception. He has proven himself a discriminating and progressive young business man, and enjoys marked popularity in the social circles of his home city. He is identified with the Detroit Golf Club and is a member of the First Presbyterian church.

WALTER C. MCNIEL was born at Kokomo, Indiana, on the 30th of July, 1881, and is likewise a stockholder in the Detroit Steel Pulley Company. After leaving the public schools he continued his academic studies in the University of Michigan, and in 1905 he was graduated in the law department of this great institution, from which he received his degree of Bachelor of Laws. He is now following the work of his profession in Detroit, where he is connected with the law office of the well known firm of Kenna, Lightner & Oxtoby.

JAMES L. LEE.

It is one of the principal functions of this publication to give recognition to those commercial and industrial enterprises which stand as indices of the pre-eminence of Detroit as a manufacturing and distributing center and also to make brief record concerning the lives

and labors of those citizens who have contributed to or are assisting in the upbuilding of the "Greater Detroit." Based upon such premises, there is eminent propriety in according consideration to the progressive business man and loyal citizen whose name heads this article and who is vice-president of W. M. Finck & Company, manufacturers of overalls, working jackets, suits, etc. A description of the company and its business appears in this volume and further review is redundant.

Mr. Lee was born in the village of Brighton, Livingston county, Michigan, on the 25th of July, 1859, and is a son of James B. and Samantha (Chadwick) Lee, both of whom were born and reared in Penn Yan, New York, in which state the Lee family was founded in the early pioneer epoch. Thomas Lee, great-grandfather of the subject of this sketch, was born at Fishkill, New York, November 15, 1739, and died January 22, 1814. He rendered gallant service in behalf of the cause of independence, having risen to the rank of colonel in the Revolutionary war, in which he served with marked distinction. His son James, grandfather of him whose name initiates this article, was born in 1780 and died in 1868, at Penn Yan, New York. James B. Lee came to Michigan in the early '50s and became one of the prominent and influential citizens of Brighton, where he was engaged in the general merchandise business for many years. He and his wife are now living in Detroit.

The subject of this sketch was given the advantages of the public schools of his native town, and there initiated his business career as clerk in his father's store. In 1876, at the age of seventeen years, he came to Detroit, where he entered the employ of James Nall & Company, dealers in carpets, remaining with this concern about one year and then taking a position in the stock room of the wholesale dry-goods house of Charles Rott & Company. He was soon promoted to the sales department, in which he made so excellent a record that in 1878 he was given a position represent-

ing the house as a traveling salesman. In this capacity he still farther proved his value, as he in 1880-81 surpassed all other salesmen of the house in the volume of business secured. He was the first representative of his concern to introduce its goods in Ohio territory, where he met with distinctive success, his efforts in this connection constituting practically the wedge which opened Ohio trade to the various wholesale dry-goods houses of Detroit. In 1884 Mr. Lee was promoted to the responsible position of general house salesman, and soon afterward he also became one of the buyers for his house. In 1888 he was admitted to partnership in the business, and shortly afterward Charles Rott, the head of the concern, died, whereupon the firm of Strong, Lee & Company was organized, as successors of the old firm. With Mr. Lee was associated in this new organization William H. Strong, and they continued operations under the title noted until 1893, when the stock and business were sold to the firm of Burnham, Stoepel & Company.

As will be noted by reference to the article descriptive of the business of W. M. Finck & Company, Mr. Lee has been identified with the concern, in the capacity of vice-president, from the time of its incorporation, and his thorough business experience, his energy and his progressive ideas have been potent factors in the upbuilding of the fine business controlled by the concern.

Mr. Lee is a staunch Republican in his political proclivities, but has never sought the honors of emoluments of public office. He is an active and valued member of the Detroit Board of Commerce, is identified with the Detroit Club, the Detroit Boat Club and the Country Club, and is affiliated with Oriental Lodge, No. 240, Free & Accepted Masons. He and his wife hold membership in Westminster Presbyterian church.

On the 25th of November, 1879, was solemnized the marriage of Mr. Lee to Miss Mary F. Lawson, daughter of Benjamin J. H. Lawson, M. D., a prominent physician and sur-

geon of Brighton, Michigan, and they have three children,—Edna M., Fannie L., and Howard B.

CHRISTIAN LEIDICH.

Of the various steamship agencies in Detroit the most important and far-reaching is that conducted by Mr. Leidich, who has gained distinctive prestige in his chosen line of effort and who controls a large and representative business; his offices are located at 174 Griswold street. He makes bookings for all the principal ocean steamship lines, as well as those of the Great Lakes, and his knowledge of the business is fortified by extensive personal travel and long and intimate experience. He is an official ticket agent for the Detroit & Cleveland Steam Navigation Company and the Detroit & Buffalo Steamboat Company; his connection with ocean lines is such that he is able to offer his patrons the most approved service and information, providing passports and selling travelers' checks and drafts, payable everywhere, while he also has the best of provisions in the issuing of accident insurance policies. He is Michigan representative of the famous DePotters tours in the Old World, of which he was formerly tourist director. He is authorized agent for the following named ocean lines: Hamburg-American, North German Lloyd, French (Transatlantique), White Star, American, Atlantic Transport, Red Star, Dominion, Leyland Cunard, Allan, Canadian Pacific Railway steamship lines, Anchor, Italian Royal Mail, La Veloce, Italian Lloyd, Fabre, Scandinavian-American, Austro-American, and others. Mr. Leidich is Michigan passenger and ticket agent for the Ward Line, to Cuba, Nassau and Mexico; is a ticket agent for the two lake lines previously mentioned, and also for the White Star, Anchor, Northern Navigation, Northern Steamship, and Star Cole lines, of the Great Lakes system. He represents all passenger lines to the West Indies, South America, Egypt, Africa, Mediterranean and the Pacific ocean; and in addition to the DePotters tours he also represents the Clark, the Ray-

mond & Whitcomb, and the Collver tours and the Hapag cruises. All information offered by Mr. Leidich is reliable, because it is based on many years' experience in foreign travel. He is a member of the law firm of Leidich & Koscinski, which makes a specialty of attending to all legal matters relevant to the probate of estates, collections, settlement of estates in foreign countries, military matters, etc.

Christian Leidich was born in Giessen, Hesse, Germany, on the 19th of January, 1868, and is a son of Christian and Elizabeth (Leidich) Leidich. Though his parents bore the same name before marriage they were of different family lines. The father, who was a merchant tailor, died when the subject of this review was but five years of age, and the mother is still living in Germany. Mr. Leidich received his educational discipline in the excellent schools of his native land, and was graduated in Giessen Friedberg College as a member of the class of 1888. In the following year he came to America, for the purpose of visiting relatives in New York city. He was so favorably impressed with America and its institutions that he decided to remain in this country, and he became secretary and professor of the German language in the Gastineau School of Languages, in New York city; this institution is a well known and ably conducted collegiate preparatory school for boys. Mr. Leidich was connected with the institution from 1889 to 1893, in which latter year he became director and manager of the DePotter tours, to which reference has already been made. He established an office in the city of Paris, and as tourist director delivered lectures on point of historic, scenic and artistic interest. In 1899 he returned to America and took up his residence in Detroit, the former home of his wife, and here, at the urgent importunity of the leading New York steamship offices, he opened his present agency, which he has developed along normal lines until it takes precedence of all others in the state. In 1902 Mr. Leidich completed a course in the Detroit College of Law, from which he received the degree of Bachelor

of Laws, and he was forthwith admitted to the bar of the state. In the law department of his business he is associated with Leopold A. Koscinski, under the firm name of Leidich & Koscinski. He is a member of the Wayne County Bar Association, is non-partisan in his political views, is a member of the Detroit Board of Commerce, and holds membership in the Detroit Transportation Club, the Fellowcraft Club, the Harmonie Society and other social organizations of representative order. He is a cultured musician and an able linguist, speaking several languages. While a resident of New York city he was conductor of several German singing societies of prominence, and he still maintains a deep and appreciative interest in musical affairs. On the 30th of September, 1897, Mr. Leidich was united in marriage to Miss Olga C. Dohmstreich, daughter of the late Louis F. Dohmstreich, of Detroit, where he died in 1887.

ALBERT B. LYONS, M. D.

Among the distinguished representatives of the medical profession in Detroit Dr. Lyons is numbered, and he is well known in professional and scientific circles in the Union. He is at the present time incumbent of the position of supervising chemist and secretary of the extensive pharmaceutical manufacturing house of Nelson, Baker & Company, of Detroit.

Dr. Lyons is a native of the Hawaiian Islands, where he was born on the 1st of April, 1841, a son of Lorenzo and Lucia (Smith) Lyons, both of whom were natives of the state of Massachusetts and both of whom were early missionaries in the Hawaiian Islands. Lorenzo Lyons was a valued member of the American Board of Foreign Missions and was assigned to service on the islands mentioned, in 1830. He there continued his labors for many years and there his death occurred in 1886, his wife also having died there. Their marriage was solemnized on the islands, whither Mrs. Lyons had gone as a missionary, having previously been a missionary among the Indians in New York state.

In the schools of his native place Dr. Lyons secured his early educational discipline, and he prosecuted his studies for some time in Oahua College, in Honolulu. Upon leaving that institution he was matriculated in Williams College, Massachusetts, where he was graduated in 1865, with the degree of bachelor of arts. In 1868 he was graduated in the medical department of the University of Michigan, from which he received his degree of Doctor of Medicine. The doctor has attained to distinction in the more purely scientific phases of his profession and has long maintained a high reputation as a chemist. For a period of twelve years he was professor of chemistry in the Detroit Medical College. In 1881 he became consulting chemist for the extensive pharmaceutical concern of Parke, Davis & Company, of Detroit, retaining this incumbency until 1887. For two years he was editor of the *Pharmaceutical Era*.

In 1888 Dr. Lyons was appointed government chemist for the Hawaiian islands, serving in this capacity until 1895, and also being professor of chemistry in Oahua College, where he also taught physics. While in Hawaii he made a special study of volcanic soils, making valuable contributions to the *American Journal of Science* and also important contributions to the geological history of the islands. For two weeks in 1895 the doctor was a member of the citizens' guard of Honolulu. In 1897 he returned to the United States and took up his residence in Detroit, where he has since had charge of the chemical department of the laboratories of Nelson, Baker & Company.

In 1900 Dr. Lyons was chosen one of the committee of twenty-five for the decennial revision of the *United States Pharmacopœia*, the work being completed in 1906. He was also an assistant editor of the nineteenth edition of the *United States Dispensatory*. In 1887 the doctor published a manual of pharmaceutical assaying, and this he issued in revised edition twelve years later, the same being entitled "Practical Assaying of Drugs and Galenical Preparations." He has also contributed scien-

tific articles of much value to various medical and pharmaceutical journals. He has also compiled a very complete history of the Lyons families of America. The doctor is a member of the American Medical Association, the American Pharmaceutical Association, the American Chemical Society and various other professional and scientific organizations. He is a member of the First Congregational church of Detroit, and is a deacon in the same, as was he formerly of the church of this denomination in Honolulu. His political allegiance is given to the Republican party.

In the city of Detroit, in 1878, was solemnized the marriage of Dr. Lyons to Miss Edith Malvina Eddy, a daughter of Rev. Dr. Zachary Eddy, who was a prominent clergyman of Detroit and who was a descendant of John Alden and Miles Standish, of colonial fame. Dr. Lyons has two children, Miss Lucia E. Lyons, who is a missionary of the American Board in China, located at Pang Chuang; and Bert E. Lyons, graduate of the University of Michigan (A. B.), and post-graduate student in Harvard University.

KONRAD E. KOPPITZ.

In a department devoted more specifically to a consideration of the representative industrial concerns of the city of Detroit the pages of this work contain a brief review of the history of the Koppitz-Melchers Brewing Company, of which Mr. Koppitz is president, and to the article in question the reader is referred for details concerning the enterprise. Mr. Koppitz is one of the representative business men and popular citizens of Detroit, where he has attained to definite success and precedence through his own well directed efforts, and he is known as an authority in all details of the industry with which he is now so prominently identified.

Mr. Koppitz was born in Nieder Hillersdorf, Schlesien, Austria, on the 18th of March, 1854, and is a scion of one of the old established families of that section of Austria. He is indebted to the excellent schools of his na-

tive land for his early educational training, and in 1868 he went to Yanowitz-Mähren, Austria, where he entered upon an apprenticeship at the brewer's trade, serving three years and familiarizing himself with all details of the business and the technical scientific principles involved. From 1871 until 1873 he was employed at his trade in the beautiful old city of Vienna, and in the latter year he severed the ties which bound him to home and fatherland and set forth to seek his fortunes in America, having been nineteen years of age at the time. Soon after his arrival in the port of New York he made his way to Chicago, where he remained about three years, within which interval he was in the employ of leading brewing concerns of the western metropolis, including those of Bemis & McAvoy and P. Schoenhofen. In the centennial year of our national independence, 1876, Mr. Koppitz removed to the city of Philadelphia, where the Centennial exposition was in progress, and there he secured a position in the brewery of Bergdoll & Psotta. Within the same year he went to St. Louis, Missouri, where he remained for a short time, and he passed the winter of 1876-7 in Belleville, Illinois. During the greater portion of the following year he was again in the employ of the Schoenhofen brewery, in Chicago, resigning his position in the fall of 1878 and going to Worms, Germany, where he became a student in the famous school for brewers, greatly amplifying his scientific and practical knowledge of the brewing business and being graduated as a member of the class of 1879. He holds a diploma from this institution, recognized as one of the best in the world. Soon after his graduation Mr. Koppitz returned to Chicago, where he secured a responsible position in the brewing department of the McAvoy Brewing Company, then, as now, one of the largest in that city. After a few weeks he was promoted to the position of first cellar man, in which capacity he continued to be employed until 1884, when he resigned, to accept the position of brewmaster for the Stroh Brewing Company,

of Detroit. With this well known company he remained as a valued and popular employe until December 1, 1890, when he resigned to engage in an independent business venture along the line to which he had been so thoroughly trained. At this time he became one of the organizers and incorporators of the Koppitz-Melchers Brewing Company, of which he became vice-president and general manager of the manufacturing department. He still retains his general superintendency and since April, 1907, he has been president of the company, whose distinctive success has been in a great degree due to his ability both in a technical and administrative way. Mr. Koppitz is a charter member of the United States Brew Masters' Association, and was first treasurer of the same, taking a deep interest in the work and conferences of the organization. He is a member of the American Insurance Union and is affiliated with Schiller Lodge, No. 263, Free & Accepted Masons. He and his wife hold membership in St. Matthew's church, a German-Lutheran parish.

On the 3d of May, 1881, Mr. Koppitz was united in marriage to Miss Emilie Esche, a daughter of Albert Esche, who was at the time engaged in the retail meat business in Chicago, and they have three children.

WILLIAM R. KALES.

One of the talented mechanical engineers and progressive young business men of Detroit is Mr. Kales, who is vice-president and engineer of the Whitehead & Kales Iron Works, of which mention is made on other pages of this work.

Mr. Kales is a native of the city of Chicago, where he was born on the 8th of August, 1870, being a son of Francis H. and Ellen (Davis) Kales, the former of whom died in 1883 and the latter in 1882. The father was a prominent lawyer. The subject of this review prosecuted his studies in a preparatory school at Exeter, New Hampshire, and after leaving the same he entered the Massachusetts

Institute of Technology, in Boston, from which institution he was graduated as a mechanical engineer in the spring of 1892. He was for three years engaged in engine designing and erecting and in 1895 became a member of the corps of designing engineers in the works of the Brown Hoisting Machinery Company, of Cleveland, Ohio, with which important concern he remained four years, gaining valuable experience in the technical and practical work of his chosen profession.

In 1899 Mr. Kales came to Detroit, where he became associated with James T. Whitehead in the organization of the firm of Whitehead & Kales, of which the Whitehead & Kales Iron Works represents the immediate successor. Concerning the upbuilding of this successful industrial institution adequate data are given in the article descriptive of the same, and in the connection can readily be understood the strong influence which Mr. Kales has wielded in bringing the company up to its present high standard and pronounced success.

Mr. Kales is identified with the Detroit Board of Commerce and the Detroit public-lighting commission. He also holds membership in the University Club, Detroit Boat Club, Detroit Engineering Society and the American Society of Mechanical Engineers.

On the 1st of October, 1895, Mr. Kales was united in marriage to Miss Alice Gray, daughter of the late John S. Gray, who was a member of the firm of Gray, Toynton & Fox, one of the representative wholesale concerns of Detroit. Mr. and Mrs. Kales have two children,—Margaret and Robert Gray.

JOSEPH BOYER.

No slight distinction is that appertaining to Mr. Boyer through his executive connection with one of the greatest industrial enterprises of Detroit, and it is further to his credit that this industry was secured to the city primarily through his influence and efforts. He is distinctively one of the representative "captains of industry" in the Michigan metropolis, a

firm believer in the larger and greater Detroit, and a citizen of unalloyed progressiveness and public spirit. He is president of the Burroughs Adding Machine Company, of which splendid concern adequate mention is made on other pages of this volume, and to the article in question reference should be made for information definitely supplemental to that of ferred in the review at hand.

Mr. Boyer was born on a farm about thirty miles east of the city of Toronto, Canada, on the 19th of September, 1848, and is a son of David and Modlany (Brown) Boyer, both of whom were likewise natives of the dominion of Canada, where they passed their entire lives and where the father followed the vocation of farming.

Joseph Boyer was reared to maturity in his native province and is indebted to its common schools for his early educational training. At the age of eighteen years he entered upon an apprenticeship to the machinist's trade, in the town of Oshawa, Ontario, and in due course of time he became a thoroughly skilled artisan. He continued to follow the work of his trade in Canada until 1869, when, shortly after attaining to his legal majority, he came over to the United States. He made his way to California, where he arrived about two weeks after the completion of the Union Pacific Railroad to the western coast,—an accomplishment which was celebrated with great and prolonged enthusiasm in the Golden state. He remained in San Francisco for a few months and then returned eastward as far as St. Louis, Missouri, where he eventually became the owner of a little machine shop, on Dickson street. It is worthy of record that in this little shop, through the kindness and consideration of the owner, it was made possible for William S. Burroughs, who was then in practically indigent circumstances, to prosecute the experimentation which eventuated in the Burroughs adding machine as manufactured today. It is also significant that Mr. Boyer has been able to reap just profits from his association with an enterprise built up on this



Joseph Boyer

great invention of his old-time friend, to whom he rendered material assistance while the latter was struggling to perfect his valuable and unique mechanism.

Mr. Boyer succeeded in building up a successful business in St. Louis, where he formed the Boyer Machine Company and continued to reside until 1900, when he came to Detroit. He had personally perfected the invention of various and superior types of pneumatic tools, and it was for the purpose of increasing the manufacture of these devices that he took up his location in Detroit, of whose commercial advantages he had become deeply appreciative. Under these conditions he was engaged in the manufacturing of his patented tools until he identified himself with the Burroughs Adding Machine Company, as noted in the article descriptive of the same. He has marked mechanical talent and has gained no equivocal prestige as an inventor, but his administrative and initiative ability has been the force which has brought him to such distinctive prominence in the industrial and commercial world.

PETER N. JACOBSEN.

As a railway promoter and as an authority in the matter of transportation facilities the subject of this sketch has attained to distinctive prestige, having been concerned in many important ventures in the field of electric and steam railway promotion and construction and having been unequivocally successful. He is essentially a self-made man, and none can more worthily bear this proud American title than this well known and progressive citizen of Detroit.

Mr. Jacobsen was born in the city of Quebec, Canada, on the 31st of October, 1863, and is a son of Peter N. and Catherine (Fitzgerald) Jacobsen, the former of whom was born in the picturesque old city of Christiania, Norway, and the latter of whom was a native of county Kerry, Ireland. In 1874 Peter N. Jacobsen, Sr., removed with his family from the Dominion of Canada to the city of De-

troit and thereafter he served continuously as immigration agent of the Grand Trunk Railway, for the Detroit district, until 1887, when he permanently retired from active business. He was a man of superior intellectual force and business ability, and in the office mentioned he accomplished valuable work, having been a potent factor in securing the immigration and placing of the Scandinavian element which has proven so great and worthy a power in connection with the development of many sections of the west and northwest. A very large proportion of the Norwegian, Swedish and Danish immigrants who have settled in Wisconsin, Minnesota and the more western states were brought to America through the agency with which Mr. Jacobsen was identified and have become respected and useful citizens of our republic, of whose advantages they are invariably appreciative. Mr. Jacobsen continued to reside in Detroit until his death, which occurred on the 25th of April, 1902. He was never active in political affairs or public life, but was a man who gained and retained staunch friends in all classes. His integrity and honor ever assured him the confidence and esteem of his fellow men, and he was especially popular among his confreres in railway circles. His wife is still living and also their six children.

Peter N. Jacobsen, Jr., the immediate subject of this review, received his education in Assumption College, Sandwich, Ontario, having been about ten years of age at the time of the family removal to Detroit, where he was reared to manhood and where he has maintained his home during the greater part of the intervening period. At the age of seventeen years he became office boy for James H. Muir, treasurer of the Detroit, Grand Haven & Milwaukee Railroad Company, and through faithful and effective service he soon won promotion, being finally, in 1882, advanced to the position of assistant chief clerk of the auditing department of the railway just mentioned. This position he retained until 1885, when he resigned the same to accept that of chief clerk

in the general freight department of the Detroit & Cleveland Steam Navigation Company. Upon the death of James H. Henderson, head of this department, in 1887, Mr. Jacobsen was advanced to the office of freight claim agent, and in 1889 he became acting general freight agent of the line. The following year his headquarters were transferred from Detroit to Cleveland, where he maintained his home for three years, continuing incumbent of the office mentioned.

While in Cleveland Mr. Jacobsen became interested in the promotion of a projected electric railway from Toledo, Ohio, to Monroe, Michigan, and in 1902 he resigned his position with the Detroit & Cleveland Steam Navigation Company to devote his entire attention to the interests of the Toledo-Monroe line, in which connection he was associated with Joseph Ainsworth, Edward Eaton and J. N. Beck. Later he found it expedient to interest other capitalists in the enterprise, and upon the reorganization he secured as his coadjutors Waldo and William C. Johnson, of Detroit. Before the promotion of the new line had been brought to successful issue another financial and executive arrangement became necessary, and Mr. Jacobsen ably met the emergency by securing the co-operation of Eldredge M. Fowler, Albert E. F. White and Clarence Black, representative capitalists of Detroit. With these associates he vigorously pushed forward the work and the road was completed in the spring of 1903.

Mr. Jacobsen next turned his attention and energies to effecting the building of the connecting link between Monroe and Detroit. At this juncture he enlisted the co-operation of Charles W. Hannan, of Boston; Matthew Slush, of Mount Clemens, Michigan; and Hon. Cornelius J. Rielly, of Detroit, and the line was completed to Detroit. The two divisions now constitute what is known as the Detroit & Toledo Short Line. Mr. Jacobsen was the owner of a considerable block of the stock of each of the two companies concerned in the

building of this important line, but he disposed of his holdings in the same.

Long service in connection with the transportation business made Mr. Jacobsen familiar with the needs of the constantly expanding manufacturing industries of Detroit in the providing of eligible sites for plants, with suitable rail facilities. Under these conditions he conceived and formulated the plans for an outer-belt line of railway to circle the city, and he presented his proposition in such a way as to secure the tangible support of such leading Detroit capitalists and business men as the late Theodore D. Buhl and Joseph H. Berry, Charles B. Warren and William B. Cady, besides others, and through such substantial financial co-operation the noteworthy project was brought to successful completion in 1907. Thus through the progressive ideas and indefatigable efforts of Mr. Jacobsen, Detroit gains a system which is certain to bring about the development of a large outlying section, which will be built up with manufacturing plants and comfortable homes. In this one connection Mr. Jacobsen merits a place of distinction as one of those who have contributed greatly to the furtherance of the industrial supremacy of the new and larger Detroit. The completed outer-belt line was sold in 1907 to the Michigan Central and Grand Trunk Railroad Companies. About one and one-half millions of dollars were expended in the securing of the right of way and the building of the line, which runs from a point at the confluence of Conner's creek and the Detroit river around the outer circle of the city to a point on the same river in Ecorse. At the time of this writing, at the opening of the year 1908, Mr. Jacobsen is giving his attention to the promotion of a union railway station to be located on Woodward avenue at the junction of the Michigan Central and Grand Trunk tracks, and is also working for the definite promotion of the proposed Bay City & Port Huron Railroad, a steam road, about one hundred and forty-five miles in length. His brilliant success in the past augurs well

for the future of these two ventures. From his youth to the present time Mr. Jacobsen has been constantly engaged in or identified with the solving of transportation problems, and his technical knowledge and his keen discrimination in the foreseeing of demands in this line of undertaking have been demonstrated by the high-class financial co-operation he has been able to secure in the promotion of his several propositions. He is well known and highly esteemed in the business circles of Detroit and is recognized as one of the reliable and successful promoters of the country. Strong and aggressive, and still in the very prime of life, his influence is certain to be felt in other important fields of promotive enterprise.

In politics Mr. Jacobsen gives his allegiance to the Republican party, and he is a communicant of the Catholic church, being identified with the parish of the Church of the Annunciation. He was one of the organizers of the Detroit Wheelmen, and was secretary of this association for many years. He was also one of those concerned in the organization of the Detroit Curling Club, of whose directorate he is a member. He is also a director of the Detroit Boat Club and takes much interest in athletics and sports afield and afloat. Mr. Jacobsen is a bachelor.

JOHN KELSEY.

One of the progressive business men of the city of Detroit is Mr. Kelsey, who is secretary and treasurer of the Kelsey-Herbert Company, described on other pages of this work, and who has through individual effort and ability risen to prominence in connection with the industrial life of his native city.

Mr. Kelsey was born in Detroit, on the 15th of March, 1867, and is a son of Frank and Jessie (Brobyn) Kelsey, natives respectively of America and London, England. The parents continued to reside in Detroit until their death.

John Kelsey, the immediate subject of this review, was reared to maturity in Detroit, to

whose public schools he is indebted for the educational discipline which he received in his youth. He initiated his business career when a lad of but fourteen years, entering the employ of Barnes Brothers, who were engaged in the paper business. In 1887 he became associated with A. V. McClure in the wholesale and retail hardwood lumber business, under the firm name of McClure & Kelsey, and they had their business headquarters at 520 Franklin street, where they built up a most prosperous enterprise. Mr. Kelsey retired from the lumber business in 1900, since which time he has given his attention to the affairs of the Kelsey-Herbert Company, of which he was the virtual founder. He is also president of the Detroit Bent Goods Company and the Kelsey Hickory Company, and is vice-president of the Fox Brothers Company.

Mr. Kelsey gives his political support to the Republican party and has been an active factor in the domain of practical politics. He is identified with various fraternal and social organizations in his native city, takes a specially deep interest in athletics and is president of the Detroit Athletic Club.

In the year 1893 was solemnized the marriage of Mr. Kelsey to Miss Margarette Dallas, of Detroit, and they have one son, Dallas Sherrill Kelsey.

A. MILTON HOLDEN.

Associated with the firm of Fred S. Osborne & Company, stock brokers, Mr. Holden is one of the leading representatives of this line of enterprise in Detroit, where he is known as a progressive and reliable business man.

Mr. Holden is a scion of old New England stock, and the name which he bears became identified with the annals of American history in the early colonial epoch. He was born at Frankfort, Will county, Illinois, on the 16th of April, 1857, and is a son of Dr. Newton P. and Caroline (Parrish) Holden, the former of whom was born in Vermont and the latter in the state of New York. Dr. Holden was

graduated in Rush Medical College, Chicago, as a member of one of its early classes, and for many years he was engaged in the practice of his profession in Will county, Illinois, where he labored faithfully in ministering to suffering humanity and where he was loved and venerated by all classes of citizens, having been a man of prominence and influence in his community. He retired from active practice in 1880, and continued to reside in Frankfort until his death, which occurred in 1902. His wife died in 1899, and of their children only the one is living. Dr. Holden was a son of Phineas H. Holden, who was one of the sterling pioneers of Will county, Illinois, where he took up his residence in 1836, and where he became one of the founders of the village of Frankfort.

The subject of this review gained his early educational discipline in the public schools of his native town and later continued his studies in the high school at Englewood, a suburb of the city of Chicago. From 1879 to 1882 he was employed in a stock-brokerage office in Chicago, and thereafter was similarly engaged in Jackson, Michigan, until 1885. In the year last mentioned Mr. Holden came to Detroit, where he formed a partnership with J. K. P. Norville and engaged in the stock-brokerage business, under the title of J. K. P. Norville & Company. With this firm he continued to be identified until July, 1890, when he sold his interest in the business. Within the same year he became a member of the brokerage firm of Williams & Holden, in which he was associated with Charles R. Williams until 1900, when he retired from the firm. In 1902 he located in Los Angeles, California, where he became identified with gold-mining enterprises, and in 1905 he returned to Detroit and entered into his present association with Mr. Osborne. The firm has built up a large and substantial business in the handling of stocks, bonds and other securities, and Mr. Holden gives his personal attention largely to the grain and provision department. He is a stockholder in the Mexican Crude Rubber Company; the Coahuila

Mining Company, of Mexico, which is interested in the development of the zinc, copper and coal deposits of that country; the Cresson Mining Company, of Cripple Creek, Colorado; and the Esperanza-Cobalt Mining Company, of Detroit, whose properties are located in the Cobalt mining district of Canada.

In politics Mr. Holden maintains an independent attitude, and he is essentially progressive and public-spirited as a citizen. He is identified with the Detroit Golf Club, the Bankers' Club, and the Chicago Board of Trade and Chicago Mining Exchange.

On the 30th of June, 1885, Mr. Holden was united in marriage to Miss Mary Nicklisson, daughter of Charles Nicklisson, of Jackson, Michigan, and her death occurred in Los Angeles, California, on the 30th of November, 1903. She is survived by three children, namely: Margaret, who is a graduate of the Girls' Collegiate School, of Los Angeles, California, and of Mount Vernon Seminary, Washington, D. C.; Carolyn, who was graduated in the Detroit Home & Day School; and N. Parker, who is now a student in the public schools of Detroit.

AUGUST KLING.

The subject of this review is one of the representative business men of the younger generation in Detroit and is one who has shown a distinctive interest in the promotion of all interests and projects which make for the up-building of the larger and greater industrial city. He is the elder of two sons of Philip Kling, an honored pioneer of Detroit, and is vice-president and general manager of the Philip Kling Brewing Company. A description of the business of this corporation and also a sketch of the life of his father are given place in this publication, so that a further review is not demanded.

Mr. Kling was born in Detroit in 1872, and after completing the curriculum of the public schools of his native city he entered the Michigan Military Academy, at Orchard Lake, in

which well ordered institution he was graduated as a member of the class of 1887. Soon after his graduation he was admitted to partnership with his father in the brewing business, and within the same year, 1887, the present Philip Kling Brewing Company was incorporated under the laws of the state. At this time August Kling was elected vice-president, of which office he has since continued incumbent, while he has also been general manager of the business since the retirement of his honored father, in 1899. He has had thorough and discriminating training in the line of enterprise with which he is identified, having learned the practical details of the brewing business in his youth, familiarizing himself with every department, and also being specially disciplined for the responsible executive functions which he now so successfully exercises. He is known as one of the ambitious and progressive young business men of his native city and his well directed efforts have exerted much influence in promoting the expansion of the enterprise of which he is the administrative head, as his mother is now president of the company and, as a matter of course, only a nominal executive. The sales department, in particular, receives his personal supervision, and he has greatly increased the trade of the concern within the past few years.

Mr. Kling takes a loyal interest in all that concerns his native city. He is a popular and appreciative member of the Harmonie Society and the Detroit Motor Boat Club, and he finds his chief recreation in the latter club and the pleasurable sport for which it stands sponsor. He commands the esteem of those who know him in both business and social circles, and is one of Detroit's representative business men. He is a bachelor.

JERVIS R. HARBECK.

Mr. Harbeck is treasurer of the Kemiweld Can Company, a description of whose unique and successful industry appears on other pages of this work, and he also has the general management of the practical details of manufac-

turing, besides being the inventor of a number of the machines and processes utilized in the finely equipped plant. To his ability and application has been in large measure due the upbuilding of the enterprise, which is represented in the manufacturing of fibre cans and boxes for divers purposes, as shown in the specific article heretofore mentioned.

Mr. Harbeck was born in the city of Battle Creek, Calhoun county, Michigan, on the 26th of March, 1878, being a son of Eugene and Emma Grey (Wattles) Harbeck, both of whom were born in the state of New York, where the respective families were early founded. Cornelius Harbeck, grandfather of the subject of this sketch, located in Battle Creek, Michigan, in an early day, and there engaged in the foundry business, doing principally a jobbing trade, and there passing the remainder of his life. Eugene Harbeck became one of the leading fire-insurance agents of that section of the state and finally removed to Chicago, where from 1885 to 1893 he was general manager of the business controlled from the Chicago office of the Michigan Fire & Marine Insurance Company, of Detroit, whose interests he greatly advanced through his able and persistent efforts. Later he was general manager of the Chicago office of the Phoenix Fire Insurance Company, of Brooklyn, New York, and he continued to reside in the western metropolis until his death, which occurred in 1900. His widow now maintains her home in Detroit, Michigan, and of their children only one is living.

Jervis R. Harbeck was afforded the advantages of the public schools of his native city and also those of Detroit, where the family resided for some time, and in 1895 he was matriculated in the University of Chicago, in which he completed a special three years' course, devoting his attention principally to the study of architectural draughting. He was employed at this profession by several well known firms of Chicago, and upon the death of his father he assumed the management of the latter's estate, which included some ex-

tensive mining properties, with whose operation he is still identified. He is a stockholder and director of the Cresson Consolidated Gold Mining & Milling Company, whose property is one of the three largest producers in the famous Cripple Creek district, and he served as treasurer and general manager of the company from 1900 until 1903, when he resigned the offices. He became one of the chief stockholders of the Gem Fibre Package Company, of Detroit, at the time of its organization, in 1902, and was secretary and treasurer of the same until February, 1907, when the title was changed to the Kemiweld Can Company, the capital increased and a partial reorganization made. He was retained in the office of treasurer and a secretary was elected, to meet the demands of the rapidly expanding business. He has, however, in addition to attending to the financial affairs of the company, continued to serve as general superintendent of the entire plant, to which he now gives the major portion of his time and attention. He is one of the progressive young business men who are proving potent factors in the development of the larger and greater Detroit and he is popular in both business and social circles in this city, where he has maintained his home since 1903. He is a member of the Detroit Board of Commerce, the Detroit Boat Club, the Detroit Club and the University Club.

In 1903 Mr. Harbeck was united in marriage to Miss Marjorie Ewing, daughter of Adlai T. Ewing, a representative member of the Chicago bar, and the two children of this union are a winsome little daughter,—Kate Ewing Harbeck, and a son, Adlai Ewing Harbeck.

KURT KLING.

The younger of the two sons of Philip and Josephine Kling, pioneer citizens of Detroit, he whose name initiates this article is one of the popular young business men of his native city and is secretary and treasurer and superintendent of the Philip Kling Brewing Company, of which his father was the founder

more than fifty years ago, the enterprise being specifically considered on other pages of this work. Kurt Kling was born in the family homestead, on Jefferson avenue, Detroit, and after duly availing himself of the advantages of the public schools he entered the University of Michigan, taking a special course in the chemical department, and later completing a course in the Schwartz Brewing Academy, in New York city, where he gained a most thorough and intimate knowledge of the scientific principles and methods utilized in the business with which he is now prominently identified in an executive and practical capacity. He was chosen secretary and treasurer of the Philip Kling Brewing Company soon after the completion of his work in the institution last mentioned, and he has since retained this dual administrative office, having charge of the financial affairs of the company and general supervision of the manufacturing department, from which statement it may well be understood that he finds ample demands upon his time and attention.

Mr. Kling is well known and enjoys marked popularity in business and social circles. He is identified with the Detroit Club, the Detroit Yacht Club, and the Harmonie Society.

On the 9th of October, 1902, was solemnized the marriage of Kurt Kling to Miss Olga Weidner, daughter of Paul Weidner, a prominent and influential citizen of Detroit, and they have one son, Philip Kling, named in honor of his paternal grandfather, and one daughter, Paula.

JAMES C. GORDON.

One of the definite and valuable functions of this publication is to accord recognition to those business enterprises in Detroit and Wayne county which stand representative in their line, and under these conditions there is marked consistency in giving a review of the Gordon-Pagel Bread Company and of the lives of those who have been the prime factors in building up the business of the concern. In another department of this volume may be

found the description of the company mentioned, and of the same the subject of this article is the president.

Mr. Gordon is a young man of progressive ideas and marked initiative power. He has gained success and prestige as one of the alert and enterprising business men of his native county and has won this advancement through his own well directed efforts. He was born in Greenfield township, Wayne county, Michigan, on the 16th of February, 1873, and is a son of William and Christine (Campbell) Gordon, both of whom were born in Scotland. They were married in the city of Glasgow and shortly afterward came to America and the father eventually became one of the prosperous farmers and stock-growers of Wayne county, Michigan. He and his wife are now deceased. The early educational advantages of the subject of this sketch were those afforded in the district schools, and when he was but thirteen years of age he went to Buffalo, New York, where he secured employment with the Western Transit Company, by which he was later employed in Chicago. When about seventeen years of age he became an employe in the extensive baking establishment of Case & Martin, of that city, where he gained excellent technical knowledge of the line of business in which he is now successfully established. In 1882, when eighteen years of age, Mr. Gordon entered the employ of the Morton Baking Company, of Detroit, and he was engaged as salesman for this concern until 1900, when he resigned his position and formed a partnership with William M. Pagel, under the firm name of Gordon & Pagel. They established a bakery at the corner of Chene and Hendricks streets and from a modest beginning have evolved the large and flourishing business now conducted under the corporate title of the Gordon-Pagel Bread Company. The growth of the enterprise led to the incorporation of the company, on the 16th of July, 1907, and Mr. Gordon has been its president from that time, besides having the direct supervision of the manufacturing de-

partment. The establishment is thoroughly modern in its equipment and the success of the business is based on careful and honorable methods and upon the high grade of products. Mr. Gordon is a member of the National Bakers' Association and is thoroughly experienced in the line of business to which he is giving his attention. He has never been active in the domain of practical politics but gives a loyal support to the Republican party.

In the year 1895 was celebrated the marriage of Mr. Gordon to Miss Josephine Bidigare, daughter of Edward Bidigare, an old-time and popular resident of Detroit, where he has long been prominent in yachting circles. He has constructed a number of fine racing yachts and is an enthusiast in connection with marine sports of this order. He is the owner of valuable real estate in Detroit.

THERON F. GIDDINGS.

One of the able officials who is rendering effective service in maintaining and advancing the prestige of the Michigan Mutual Life Insurance Company, of Detroit, is Mr. Giddings, who is general superintendent of agents and who is a notable figure in the insurance field, having formerly served as state commissioner of insurance.

Mr. Giddings is a native of Michigan, having been born in the city of Kalamazoo, which then retained the distinction of being a village, a claim in which it took pride long after it had assumed far greater proportions than the average city. He was born on the 25th of December, 1843, and is a son of Orrin N. and Harriet H. Giddings, both natives of the state of New York, whence they came to Michigan in 1836, the year prior to the admission of the state to the Union. The father was a farmer and merchant and was one of the honored pioneers and influential citizens of Kalamazoo county. In 1853 he was elected treasurer of the county, of which office he continued incumbent for eight consecutive years. During the civil war he served as state quar-

termaster, having been appointed to this office by Hon. Henry H. Crapo, the governor of Michigan. He was one of the organizers of the Republican party, having been a delegate to the historic convention "under the oaks" at Jackson, and he ever afterward continued an ardent supporter of the cause of the "Grand Old Party." He continued his residence in the city of Kalamazoo until his death, which occurred in 1898, and there his wife died in 1877. Of the children the subject of this sketch is the only one living.

Theron F. Giddings was reared to maturity in his native county and after duly availing himself of the advantages of the common schools of the locality and period he entered Kalamazoo College, where he continued his studies for some time, though not to the point of graduation. His first employment was as a clerk in a mercantile establishment in Kalamazoo, and about 1867 he went to Kansas, where he remained until the late '60s, when he returned to Kalamazoo, where, in 1869, he engaged in the fire-insurance business. In 1872 he was associated with Frank Henderson, of the present Henderson-Ames Company, of that city.

In 1879, as candidate on the Republican ticket, Mr. Giddings was elected clerk of Kalamazoo county, and the efficiency of his service and the extent of his personal popularity on his "native heath" are best vouched for in the fact that he continued in this office for the long period of twelve years. In 1891 he was appointed receiver of the National City Bank of Marshall, Calhoun county, and made a splendid record in straightening out the affairs of that institution, which eventually paid one hundred cents on the dollar, besides an interest of five per cent. In 1893 Governor John T. Rich appointed Mr. Giddings to the responsible and exacting office of state commissioner of insurance, and he served in this capacity until 1897, when he assumed his present position with the Michigan Mutual Life Insurance Company, in August of that year. In 1893 he received the appointment to the office

of United States marshal, but declined the position. His knowledge of the insurance business is intimate and profound, being specially reinforced through his official service as insurance commissioner, and he has proven a most valuable official to the great company of which he is now an executive.

In the year 1869 Mr. Giddings was united in marriage to Miss Julia E. D'Arcambal, daughter of Charles S. D'Arcambal, a leading druggist of Kalamazoo, and the only child of this union now living is Bessie, who is the wife of Frederick F. Brush, of Detroit.

AARON A. PARKER.

(Since the following article was prepared, has occurred the death of Mr. Parker, who passed away on the 13th of November, 1908.)

One of the most prominent and influential capitalists and active business men of Detroit is Aaron A. Parker, whose interests are of wide scope and importance and who has been especially prominent in connection with lake-marine affairs,—a principal in the ownership and operation of many vessels, in both passenger and freight service. He is a man of broad mental grasp, is liberal and progressive as a citizen, and is well entitled to consideration as one of the leading captains of industry in the metropolis of Michigan.

Near the city of Buffalo, in Erie county, New York, Mr. Parker was born on the 1st of March, 1844, being a son of Horace and Virginia (Whitaker) Parker, both of whom continued to reside in the old Empire state until 1871, when they removed to Detroit, where they passed the residue of their lives. The father was a farmer by vocation and was a man of sterling character and strong mentality. The subject of this review received but limited educational advantages in his youth, his privileges being confined to those offered by the district schools, and he early developed that self-reliance, energy and ambition which have so significantly characterized his entire career as a man of affairs.



A. A. Parker

In 1861, when but seventeen years of age, Mr. Parker associated himself with five other gentlemen in forming a company which proceeded to Oil Creek, Venango county, Pennsylvania, where petroleum oil had been found in small quantities. They bought out a well that had been started by persons who had no engine with which to operate the same, being thus compelled to sell the property, which the Parker company thus secured. The well was then drilled down to a depth of somewhat more than five hundred feet and when oil was finally struck a yield of eighty barrels a day was secured. About the same time there were other wells started up and down this same creek, and as the oil flowed from the wells it was found that there was no sale for the product in such large quantities, as developments had not as yet been carried forward sufficiently to determine the practical value of the oil for commercial and general domestic purposes. Certain persons had, however, learned how to treat the crude product and make from it the kerosene oil. Young Parker and another young man of his company devised a method of refining this oil, and soon erected a small refinery, which proved adequate to handling the oil from the company's well and get good results and returns from it. Most of those in the oil fields at that time became discouraged and returned home, but young Parker was built of sterner stuff and determined to stay on the ground and see the project through. The result was that when, in the fall of 1862 and continuing into the following year, there grew up such a demand for the oil, the prices for the crude product rapidly appreciated, reaching in 1864 as high a point as fourteen dollars a barrel. From the sale of oil under these conditions and through disposing of certain of his oil interests Mr. Parker cleared up about sixty thousand dollars,—and this before he was twenty-one years of age. Then, like some others who were flocking into the oil regions at that time, he put about thirty thousand dollars into some farms which he thought would develop good oil fields but

which showed results to the contrary, thus involving the loss of his investment. His father, who was a very prosperous farmer, having one of the most complete dairy farms in western New York at the time, was a partner in the oil business of the son up to this time, and after the oil interests were sold the subject of this sketch came to Detroit, where he took up his permanent residence in 1867. Here, in company with his maternal uncle, Byron Whitaker, he bought a half interest in two sailing vessels, his uncle at the time having been interested in the lake shipping and forwarding business. Very soon after his arrival in Detroit Mr. Parker made this transaction, by purchasing the interest of his uncle's partner, Mr. Olney, and the firm name was then changed to Whitaker & Parker. The firm owned its own vessels and engaged in a general forwarding and brokerage business in connection with lake-marine navigation. In 1868 Messrs. Whitaker and Parker were prevailed upon to furnish the money with which to build a sawmill for the sawing of hard-wood lumber, secured from the river bank just above Detroit. This proved a very poor venture, and in addition to this misfortune Mr. Whitaker's health became impaired, and two of the vessels owned by the firm were lost within a period of ten days, both having been caught in severe gales, which they proved unable to weather.

Under the conditions just noted, in the fall of 1869, Mr. Parker purchased his uncle's interest in the mill business, thinking it possible that, now that he had familiarized himself with the business, he might be able to make from it at least a living for himself. He struggled along under adverse circumstances which reached culmination in the financial panic of 1873, when he found himself, as he has expressed it, "down and out." He sold his mill and other incidental properties for what he could get, closed up the business, and found himself four thousand dollars in debt. He was not discouraged, however, and began selling Connellsville coke for Overholt &

Company, of West Newton, Pennsylvania, the father of the head of this concern having been the founder of the distillery in which was first manufactured the famous Old Overholt whisky. Mr. Parker continued to be thus engaged for one year and then bought the product of the ovens of the firm. The property later passed into the possession of Henry C. Frick, and Mr. Parker continued his connection with the new concern, selling the coke product of the H. C. Frick Company in Detroit and Michigan for a quarter of a century. The first money that he made out of the coke business he invested in an old vessel, and from any money derived from the service of the latter he bought other vessels, eventually building up a prosperous business. About 1877 he admitted to partnership his brother, Byron W. Parker, who was given a half interest, under the firm name of A. A. Parker & Brother. In 1879 they became associated with Hugh W. Dyar in the purchase of the schooner "John Wesley," and in the following year these same three principals also purchased the steamer "Anna Smith," such a steamer being needed to tow the schooners already owned. Operations were conducted under the title of the Parker Transportation Company, and Aaron A. Parker was president and general manager. Later the company purchased the schooner "J. C. King," and the steamers "Minneapolis," "Santiago," and "Redwing." The lake transportation business was good at that period and these vessels paid for themselves within from three to six years after their purchase by the Parker Transportation Company.

In 1891 John Pridgeon, Jr., became one of the interested principals in the company, and under the name of the Pridgeon Transit Company the steamer "A. A. Parker" and the barge "B. W. Parker" were brought out and put into effective commission. The subject of this sketch was the prime mover, president and head of all these concerns. In 1880 The Parker Brothers formed also an alliance with Captain James Millen, who was part owner and

the manager of a fine fleet of steamers and other vessels, with headquarters in Detroit, and the business of this concern was conducted under the firm name of Parker & Millen, those interested being the two Parker brothers and Mr. Millen. This firm did a marine insurance and brokerage business, together with wrecking of steamers and other vessels on the lakes, having purchased a well equipped wrecking plant, which was operated under the title of the Swain Wrecking Company. This company continued operations for ten years, at the expiration of which the Parker brothers purchased the interest of Captain Millen and changed the title of the concern to A. A. & B. W. Parker. In the meanwhile the two brothers had also purchased some interests in other boats and steamers, two of the latter being the "B. W. Blanchard" and the "John Pridgeon, Jr." They chartered out these two steamers to run in connection with the Clover Leaf Railroad line from Toledo to Buffalo, and the Soo line from Gladstone, Michigan, to Buffalo.

About 1892 the Parker brothers and John Pridgeon, Jr., bought the old steamer "Greyhound" and put the same into commission on the Detroit river. After operating the same one year they also bought the "City of Toledo," which had been owned by Toledo men, and this was put into service with the "Greyhound," making the old river boats pool their interests with them. The company finally saw that in order to hold this river business they must put on some large, elegant boats before somebody else did it, so they contracted for and had built the steamer "Tashmoo," which was built by the Detroit Shipbuilding Company, and this fine new passenger and freight vessel was put into service on the river, in connection with the two boats already mentioned. Later the company built the new "Greyhound," which took the place of the old one of the same name. This gave to the company two of the finest steamers on fresh water, each having a capacity for the carrying of four thousand persons. They have since

bought the steamer "Owana," so that they now have four staunch and beautiful steel boats.

At the time of the purchase of the old "Greyhound" Mr. Parker could clearly see that it was necessary for his company to have adequate dock facilities in Detroit, and he forthwith became associated with his brother, Captain Millen, William C. McMillan and W. K. Anderson in the purchasing of the dock at the foot of Griswold street, buying the same from the Moses W. Field estate. They afterward secured the vacant property at the lower side of Griswold street and thereon erected a building at a cost of fifty thousand dollars. This was all used by the White Star Line, but the Parker brothers and John Pridgeon, Jr., hold a controlling interest in both the steamers and the dock property. This is now regarded as one of the finest pieces of real estate in the city of Detroit, and the title of the White Star Line was adopted only in 1896. That line now has four of the best passenger steamers on the river and the best of dock facilities at Detroit, Port Huron and Toledo.

Mr. Parker was the promoter of all these important enterprises, and the practical consolidation of interests is the result of his efforts and his keen discernment as to the best methods for the attaining of the best and most permanent returns. As early as 1902 he became convinced that the old wooden boats in which he was interested and which were utilized in the carrying of heavy freight, including grain or ore, were destined to be superseded by the larger and more substantial steel vessels such as the ore and coal companies, as well as other concerns, were building, and he accordingly advised the different companies owning the old type of boats to dispose of the same to the best possible advantage, the companies in which he was interested in such properties taking his advice and being the gainers thereby.

In the meanwhile the coal business of A. A. Parker & Brother had been established, under the management of Byron W. Parker, for the

handling of all kinds of coke, coal, sand, firebrick, foundry supplies, etc., and the A. A. & B. W. Parker marine insurance business had grown to large proportions. The result was that in 1903, primarily on account of the somewhat impaired health of Aaron A. Parker, so long the executive head of these and other enterprises, it was decided to organize what is known as the Parker Brothers Company, Limited, into which were admitted as associates a number of young men who had long been faithful and trusted employes of the Parkers, several of the number having been employed by the brothers for a period of twenty-five years. These younger men were given a half interest in the business of the two concerns last mentioned, besides drawing good salaries, and the other half of the business is still owned by the Parker brothers. The enterprise represented by the Parker Brothers Company, Limited, is now the largest of the kind in Detroit, marked advancement having been made under the new regime.

In recapitulation it may be said that Aaron Parker has served as president of the White Star Line, the Parker Transportation Company and the Peninsular Transit Company, was formerly president of the Detroit River Savings Bank, known as the Marine Savings Bank, which latter was finally merged into the present Dime Savings Bank, in which Mr. Parker is a director. His energy has been practically unswerving during all the long years of a signally active and successful career, and he is a broad-minded, liberal business man, known and honored as one of the sterling citizens who have done much to further the progress of the city of Detroit. He is a staunch Republican in politics, and is identified with various social, fraternal and semi-business organizations in his home city.

In 1868 Mr. Parker was united in marriage to Mrs. Mary (Dennis) Hayes, of Detroit. They have no children, but Mrs. Parker had one son by her previous marriage,—Harry, who died in 1907.

ARTHUR S. FETTERS.

One of the representative enterprises of its kind in the city of Detroit is that conducted by the American Brewing Company, of which individual mention is made in this publication and of which the subject of this sketch is secretary. He is one of the alert and progressive young business men of his native city and is properly accorded recognition in this publication.

Mr. Feters was born in Detroit, on the 26th of February, 1870, and is a son of Gustave and Augusta (Kees) Feters, both of whom were born in the old country. Gustave Feters was reared and educated in his native land, whence he came to America in 1859, soon afterward taking up his residence in Detroit. Here he became chief clerk in the retail grocery of Peter Henkel, and later he became manager of the business, which was eventually expanded into the wholesale trade. He continued to be identified with this concern until 1890, and thereafter lived virtually retired until his death, which occurred in 1896. In 1890 he was one of the organizers of the Exposition Brewing Company, of which he was chosen treasurer. Of this company the American Brewing Company is the direct successor. Gustave Feters was one of the representative German-American citizens of Detroit and was a man to whom was ever accorded unequivocal confidence and esteem. He became the owner of a large amount of valuable real estate in the city and through his well directed energies accumulated a competency. He was one of the charter members of Schiller Lodge, No. 263, Free & Accepted Masons, and served as its treasurer for many years. He was a Republican in his political proclivities and both he and his wife were members of the German Evangelical church. Mrs. Feters' death occurred in 1899, and they are survived by six children,—Arthur S., Edward A., Anna, Bertha, Gustave W., and Emma.

Arthur S. Feters, the immediate subject of this sketch, attended the public schools and a German-American academy in Detroit, and in

1887 he was graduated in the Detroit Business University. Soon afterward he entered upon an apprenticeship to the printer's trade, in the office of W. S. Ostler, and he became a skilled artisan in this trade, whose discipline has been consistently pronounced equivalent to a liberal education. After the organization of the Ostler Printing Company Mr. Feters became superintendent of its plant, and he continued incumbent of this position until 1893, when he established a job-printing business of his own, opening an office on Congress street west, near Wayne street, and later removing to 72 Larned street east, where he continued in successful business until 1902, when he sold out to the Gregory, Mayer & Thom Company. In the same year he was elected secretary of the American Brewing Company, of which his father was one of the organizers, and he has since held this executive office, whose duties he has discharged with signal ability and discretion, having general charge of the office affairs of the company and also of the sales department.

Mr. Feters is a Republican in politics, is identified with various social and fraternal organizations and enjoys distinctive popularity in his native city.

On the 14th of June, 1899, Mr. Feters was united in marriage to Miss Lillian M. Ortwine, daughter of Captain Peter Ortwine, a prominent and popular officer of the Detroit fire department. The children of this union are: Margaret, Arthur, Helen and George.

FRED A. GOODMAN.

Among the well known and distinctively popular native sons of the fair "City of the Straits" is numbered the subject of this sketch, who is incumbent of a clerkship in the office of the treasurer of Wayne county and who was long identified with hotel interests in his native city.

Mr. Goodman was born in Detroit, on the 16th of October, 1871, and is a son of Alfred and Ulenna H. (Bradley) Goodman, the for-

mer of whom was born in London, England, and the latter in Michigan. Alfred Goodman took up his residence in Detroit in the early '50s and here passed the residue of his long and useful life. In 1861 he purchased the hotel known as the Grand River House, at the corner of Griswold street and Grand River avenue. This hotel had been established in 1846, by M. Salter, a pioneer boniface of the city. In 1868 Mr. Goodman erected a new hotel building on the site of the old house and designated the same the Goodman House. Under this title it was conducted by him individually until 1890, when he admitted to partnership his son, Fred A., subject of this sketch, and they continued to be associated in the management of the hotel until June 1, 1895, when the father leased the property to Fred Postal and retired from active business. In 1897 he built an annex at the rear of the building and later added two stories to the original structure, which was four stories in height. The building is now one of the leading commercial hotels of Detroit, having two hundred guest rooms and being essentially modern in its appointments and equipment. Mr. Postal adopted the title of Griswold House at the time of assuming control and he and his associate, A. E. Morey, now conduct the hotel under that name. This has become a valuable property and represents a large portion of the estate left by Alfred Goodman at his death, which occurred on the 18th of June, 1903. He was a man of distinctive business acumen, was genial and kindly and had a host of friends not only in Detroit but among the traveling public. He was a loyal and liberal citizen and merits a place of honor as one of the popular and successful hotel men who have aided in maintaining the prestige of Detroit. His widow is still living, and of their children the only survivor is the subject of this sketch. The daughter, Nellie Jean, became the wife of George C. Waldo, former treasurer of Wayne county, and her death occurred on the 12th of September, 1905; she is survived by two children,—Ulenna H. and Nellie G.

Fred A. Goodman was reared to manhood in Detroit, where he has ever maintained his home. He duly availed himself of the advantages of the public schools and was graduated in the Central high school as a member of the class of 1889. In the following year, as already noted, he was admitted to partnership with his father in the hotel business, and thereafter he was for the greater portion of the time active manager of the Goodman House until the same was leased to Mr. Postal. His father's health became seriously impaired and from 1898 until the death of the latter, in 1903, he had the management of the estate, in which capacity he has since continued to serve.

In April, 1905, Mr. Goodman became a clerk in the office of the county treasurer; his brother-in-law, Mr. Waldo, was county treasurer at the time, having been elected to the office in the preceding January. After the retirement of Mr. Waldo Mr. Goodman continued to serve under his successor, and he has since held the clerkship, being one of the able and valued employes identified with the administration of the county's affairs. In politics he is unwavering in his allegiance to the Republican party, in the promotion of whose cause he has been an efficient worker.

Mr. Goodman was one of the charter members of the Detroit Wheelmen, and served two years as a member of the directorate of this popular social organization. He is affiliated with the Detroit Lodge of the Benevolent & Protective Order of Elks and has served as its organist since 1897. He is also identified with the Masonic fraternity, including Moslem Temple of the Ancient Arabic Order of the Nobles of the Mystic Shrine. He is affiliated with Kilwinning Lodge, No. 297, Free & Accepted Masons. His popularity in his native city is still further indicated by his membership in the Grosse Pointe Ice Yacht Club and the Detroit Musicians' Club. He has much musical talent and is president and manager of the Schmemann military band, which is one of the best in the

state and which has been the official band of the First Regiment of the Michigan National Guard since 1889.

On the 3d of May, 1897, Mr. Goodman was united in marriage to Miss Catherine Mackay, daughter of Captain John Mackay, of Goodrich, Ontario, who was for many years identified with the marine service of the Great Lakes. Mr. and Mrs. Goodman have two children,—Consuelo and Gwendolyn.

AUGUST EKHARDT.

A prominent representative of the brewing industry in Detroit and known as a loyal citizen and reliable and public-spirited business man, Mr. Ekhardt well merits consideration in this publication.

August Ekhardt is a native of the kingdom of Bavaria, Germany, where he was born on the 24th of April, 1846, and is a son of John Ekhardt, likewise born in Bavaria. The subject of this sketch was a mere child at the time of his mother's death, and when he was about eight years of age his father immigrated to America and settled near the city of Hamilton, province of Ontario, Canada, where he purchased land and engaged in farming. There he continued to reside during the remainder of his life, being a man of sterling integrity and having the esteem of all who knew him.

August Ekhardt was reared to the sturdy discipline of the farm and such educational advantages as the district schools could offer represented the agencies through which he gained his early education. He continued to be identified with farm work until 1864, when, at the age of eighteen years, he went to Cincinnati, Ohio, where he learned the brewing business in all its details, having been employed by different brewing companies in that city and having finally become brew master for the Lion brewery, owned by the firm of Weindish & Mülhauser. In 1872 Mr. Ekhardt took up his residence in Ann Arbor, Michigan, where he and his brother Fredolin became proprietors and operators of the City Brewery, under the

firm name of Ekhardt Brothers. In the following year they sold the business, and the subject of this review then came to Detroit and accepted the position of brew master in the Philip Kling brewery, with which he continued to be connected until 1877, when he entered the employ of the B. Stroh Brewing Company. He held a responsible position with this concern until 1881, when he and his brother Fredolin took up their residence in Toledo, Ohio, where they entered into partnership with Robert Lehman, under the title of Lehman & Ekhardt Brothers, and assumed control of the Buckeye brewery. In 1882 August Ekhardt returned to Detroit, and here he has since maintained his home. He was one of the organizers of the Ekhardt & Becker Brewing Company, and has been president of the same from the time of its incorporation. He is now one of the pioneers in his particular line of business in Detroit and as a business man and citizen his reputation has ever been unassailable. He is a member of the United States Brewers' Association, as well as of the brewers' associations of Michigan and Detroit. In 1886 he served as treasurer of the first named organization. He is a stockholder in the Peninsular Bank and also in the Michigan Fibre Company, a prosperous Detroit institution. He is generically a Republican in politics, supporting the party cause in national and state affairs, but maintaining an independent attitude in respect to local politics, where no dominating issue is involved. He and his family are members of St. John's German Lutheran church, and he is identified with the Harmonie Society and with Schiller Lodge, No. 263, Free & Accepted Masons.

In 1871 Mr. Ekhardt was united in marriage to Miss Matilda Hiller, daughter of Joseph Hiller, who was a prosperous farmer at Harrison, Indiana. Concerning the children of this union the following data are incorporated: Bertha is the wife of Joseph Drolshagen, clerk of the Wayne county probate court, in Detroit; Emma is the wife of Frederick Ekhardt, who is engaged in the grocery business in this city;

Matilda is the wife of Louis Becker, who is one of the stockholders and directors in the Ekhardt & Becker Brewing Company; Amelia is the wife of Herman Bruckner, who is musical director of the Harmonie Society and is well known in Detroit musical circles; August H. is brew master of the Ekhardt & Becker Brewing Company; Edmund is shipping clerk for the Detroit Oak Belting Company; and Otto is assistant paying teller in the Peninsular Bank of Detroit.

JACOB C. DANZIGER.

It is a matter of gratification to the editors and publishers of this work to accord within its pages representation to those men and agencies which have contributed or are now contributing to the material and civic advancement of the city of Detroit, and in the premises there is all of propriety of giving such consideration to Mr. Danziger, who is secretary and treasurer of the corporation of Cowles & Danziger, manager of the Detroit Motor Castings Company, and secretary and treasurer of the Manufacturers' Power Building Company, of each of which noteworthy industrial institutions specific mention is made on other pages of this work, so that a recapitulation of the data is not here demanded.

Mr. Danziger is a native of the old Buckeye state, having been born in the city of Cincinnati, Ohio, and being a son of Abraham and Marriane Danziger. Abraham Danziger, who was born in Baltimore, Maryland, was reared and educated in his native commonwealth, where he continued to reside until 1855, when he took up his abode in Cincinnati, where he became an extensive manufacturer of cigars and leaf tobacco, with which line of enterprise he continued to be actively identified until 1882, when he retired from business. He continued his residence in the "Queen City" until his death, in 1893, at the age of seventy years. His wife passed away in 1908. The Danziger family was founded in America by Benedict Danziger, who came from Germany

and located in Baltimore, Maryland, in 1820, there becoming a successful manufacturer of malt and a business man of prominence and influence. He was the grandfather of the subject of this sketch.

Jacob C. Danziger is indebted to the public schools of his native city for his early educational training, which was later most effectively supplemented by a thorough course in the engineering department of the Stevens Institute of Technology, at Hoboken, New Jersey, in which admirable institution he was graduated as a member of the class of 1889, receiving the degree of Mechanical Engineer. After his graduation Mr. Danziger secured a position as engineer for the Philadelphia branch of the Standard Oil Company, holding this incumbency in 1889-90, in which latter year he resigned the office to assume charge of the physical laboratory of the Bethlehem Iron Company, of South Bethlehem, Pennsylvania, with which concern he remained for four years, having been night superintendent of the blast furnaces of the company during the last two years. He resigned his position in 1896 and opened an office in the Chamber of Commerce building, where he engaged in the private work of his profession, as a consulting engineer. In 1900 he became associated with Arthur A. Cowles in a series of experiments in the manufacturing of steel barrels, for use in the oil and gasoline trade, and in the following year they formed the firm of Cowles & Danziger, which later was reorganized as a stock company, under the title of the Cowles & Danziger Company, and they commenced the manufacture of their steel barrels in Detroit. As before stated, this company and its business are individually described elsewhere in this work. In addition to the other companies with which Mr. Danziger is identified, as noted in the opening paragraph of this article, he is also a stockholder and director of the American Smelting Works, of Detroit, and the Clark Wireless Telegraph Company, of this city, and a stockholder in the Gies Gear Company, another local concern. Mr. Danziger is a member of

the Detroit Board of Commerce, and was a charter member of the Detroit Engineering Society. He is a member of the Detroit Golf Club and other local organizations of a social order, and is a Republican in his political proclivities. Mr. Danziger is a bachelor.

CHARLES A. DEAN.

A representative business man and a popular citizen of Detroit, where his entire life has been passed, Mr. Dean is president of the Pittmans & Dean Company, dealers in coal and ice, and also has other important business interests in his native city.

Mr. Dean was born in Detroit, March 26, 1855, and is a son of Joseph and Harriet (Head) Dean, both natives of England, the former having been born in Birmingham and the latter in Hull. The father immigrated to America and took up his residence in Detroit in 1848, and for many years he was associated with the late Frederick and Christian Buhl in the hat and fur business. He became one of the successful merchants of the city and here continued to reside until his death, which occurred in 1880. He was greatly interested in athletics, in which he was an adept, and was one of the founders of the first gymnasium in Detroit. His wife died in 1892, and of their two surviving children the subject of this review is the younger, his sister, Harriet Emma, being the widow of Major John W. Powell, of Washington, D. C.

Charles A. Dean was afforded the advantages of the excellent public schools of Detroit, including the high school, and in 1871 he secured a position as messenger boy in the Second National Bank, with which he continued to be identified for a period of ten years, within which he rose to the position of discount teller in the institution. In 1881 he established himself in the coal business, with which line of enterprise he has since continued to be prominently and successfully identified. In 1885 he became associated with James E. and Lansing M. Pittman in forming the Pittmans

& Dean Company, which now controls a large wholesale and retail coal business as well as an extensive ice trade, the latter department of the business having been founded about 1887. Mr. Dean is vice-president of the Detroit Savings Bank and is a director of each of the following named corporations: Old Detroit National Bank, Detroit Fire & Marine Insurance Company, Detroit Trust Company, and William H. Elliott & Company. Mr. Dean holds membership in the Detroit Club and other organizations, and is aligned as a supporter of the principles of the Republican party, though not active in the arena of practical politics.

In 1878 Mr. Dean was united in marriage to Miss Carrie Esselstyn, whose father was a prominent ship-builder in Detroit in an early day. Mr. and Mrs. Dean have two children, —Gertrude A. and Charles A., Jr.

GEORGE WILLIAMS BATES.

For thirty-five years has George Williams Bates been engaged in the practice of law in Detroit, and he has long held precedence as one of the leading members of the bar of his native city and state. His lineage touches many old and representative families of our great republic, where the Bates family was founded in the early colonial epoch. We of this twentieth century, representing the most electrical progress in all lines of material activity, are too prone not to give heed to those elemental valuations which touch upon the deeper essence of human life and human achievement. We can not afford to hold in light esteem those who have wrought nobly in the past, nor fail to accord honor to those who have given an heritage of worthy thoughts and worthy deeds, and who have aided in laying fast the foundations of the greatest republic the world has ever seen.

The Bates family in America was founded by three brothers, James, Clement and Edward Bates, who came from England and identified themselves with the founding of the Puritan settlement of the Massachusetts Bay col-



Chas A. Dray

ony. Of these brothers the direct ancestor of the subject of this sketch was James Bates, who settled in Dorchester, Massachusetts, in 1634. Clement became a resident of Hingham and Edward of Weymouth, and descendants of these three are now found to be numerous not only in New England but in many other states of the Union. Robert Bates, son of James, went with the Connecticut contingent, under the leadership of Rev. Thomas Hooker, and became one of the landed proprietors of Wethersfield, Connecticut, where he remained until 1640, when he joined the colony that founded Stamford, that state. As a direct descendant of Robert Bates, the subject of this review is collaterally related to William Cross, who was a soldier in the Pequod Indian war and an active participant in the fight at Narragansett Swamp, and who later represented Wethersfield in the general court at Hartford. Mr. Bates is also connected with Robert Chapman, one of the founders of Saybrooke, Connecticut, a deputy to the general court, a commissioner, and one of the largest landholders of Saybrooke. In the remote ancestral line is also found Gershom Lockwood, soldier, judge and legislator, of Greenwich, Massachusetts; Jonathan Selleck, a brave Indian fighter, a sagacious legislator and a liberal churchman; Richard Law, a distinguished jurist of early Connecticut; David Smith, a distinguished soldier of the Revolution, under General Washington; and the Weeds of Connecticut and New York. Through the Bucknam family Mr. Bates can claim relationship with Nicholas Stowers, Captain John Sprague and Lieutenant Ralph Sprague, who were among the original settlers of Newtown, or Charlestown, Massachusetts, in 1628, and the latter of whom was one of the first selectmen of the place. On the maternal side he is a descendant of Roger Williams, of Connecticut, who was a cousin of the Roger Williams who played so important a part in the settlement and public affairs of Rhode Island. The Connecticut Roger Williams landed in America in 1635 and was one of the first settlers of the Connecticut col-

ony; he was a deputy representative of Windsor at the general court, in Hartford, and he also served as selectman, besides having been a member of the Ancient & Honorable Artillery of Boston.

George Williams Bates, whose name initiates this article, was born in the city of Detroit, on the 4th of November, 1848, and is a son of Samuel Gershom Bates and Rebecca (Williams) Bates, who were numbered among the honored pioneers of Detroit, where the father was for many years engaged in the mercantile business and where he was recognized as an influential and public-spirited citizen. Both he and his wife continued to reside in Detroit until their death. George W. Bates secured his early educational training in the public schools of Detroit and then entered the literary department of the University of Michigan, in which he was graduated as a member of the class of 1870, with the degree of Bachelor of Arts; in 1875 his alma mater conferred upon him the degree of Master of Arts. Shortly after leaving the university Mr. Bates became a representative, in Detroit, of the publishing house of James R. Osgood & Company, of Boston, and in the autumn of 1871 he became a student in the law offices of the firm of Newberry, Pond & Brown, one of the leading firms in practice at the bar of the state, as was also that of Meddaugh & Driggs, under whose preceptorship he later continued his technical reading. Mr. Bates was admitted to the bar in 1874, since which year his name has been enrolled on the list of practicing lawyers in the Michigan metropolis. He is known as a man of high attainments and of profound erudition and practical ability as a lawyer. He has achieved success in his profession because he has worked for it. His prestige at the bar stands in evidence of his ability and likewise serves as voucher for intrinsic worth of character. He has used his intellect to the best purpose, has directed his energies in legitimate channels, and his career has been based upon the assumption that nothing save industry, perseverance, sturdy integrity and fidelity

to duty will lead to success. The profession of law offers no opportunities except to such determined spirits. It is an arduous, exacting, discouraging vocation to one who is unwilling to subordinate other interests to its demands, but to the true and earnest devotee it offers a sphere of action whose attractions are unequaled and whose rewards unstinted. It is needless to say that within the long years of his active work in his profession Mr. Bates has been identified with much important litigation in the state and federal courts, and as a counselor his services have been in demand in connection with the handling of large interests in multifarious lines.

Mr. Bates has been an active factor in political affairs in the state, though he has never held public office, except that of estimator at large for Detroit. His allegiance is given to the Republican party, and he has been a delegate to a number of its state conventions. At the state convention held in Grand Rapids in 1894 he was a candidate for attorney-general of Michigan, but eventually withdrew his name in favor of another candidate. He is a member of the American Bar Association, as well as those of the state of Michigan and the city of Detroit, and he has the unequivocal confidence and esteem of his professional confreres. Mr. Bates has attained to the thirty-second degree in Scottish Rite Masonry, in which connection he is affiliated with Michigan Sovereign Consistory. He is also identified with Oriental Lodge, No. 240, Free & Accepted Masons, and King Cyrus Chapter, No. 133, Royal Arch Masons. He was president of the Detroit Archæological Society, a councilor of the American Institute of Archæology, treasurer and registrar of the Michigan Society of the Sons of the American Revolution, historian-general of the National Society and also the first vice-president-general of the Sons of the American Revolution, and a delegate for many years to the national congresses of the society. He holds membership in the New England Society and the University Club, of Detroit; the University Alumni Association,

and other social organizations of representative character. He and his wife are members of the First Presbyterian church, of Detroit.

On the 26th of April, 1887, Mr. Bates was united in marriage to Miss Jennie Marie Fowler, daughter of the late Richard Essyltne Fowler, of Clayton, New York, and they have two children,—Stanley Fowler Bates, who is now nineteen years of age and a student at Cornell University; and Virginia Williams Bates, who is now eleven years of age.

AUGUST H. EKHARDT.

Numbered among the successful and popular young business men of his native city, Mr. Ekhardt holds the responsible position of brew master of the Ekhardt & Becker Brewing Company, of which specific mention is made on other pages of this publication.

Mr. Ekhardt was born in Detroit, on the 30th of May, 1876, and is a son of August and Matilda (Hiller) Ekhardt. His early educational training was secured in the public schools of his native city, and he then continued his studies in the German-American Academy, of this city. At the age of sixteen years he completed a commercial course in the Detroit Business University. In 1894-5 he held a clerical position in the office of the Ekhardt & Becker Brewing Company, and in 1896-7 he completed a thorough technical course in the United States Brewers' Academy, in New York city. From 1892 to 1894 he had been employed in the brewing department of the Ekhardt & Becker Brewing Company's plant, and through his work in the same, supplemented by the technical knowledge gained in the academy mentioned, he became an expert in the business to which he has since devoted his attention and in connection with which he has gained a high reputation. In June, 1897, he was promoted to the office of brew master for the company, and he has since continued to serve in this capacity. He has done much to bring the product of the brewery to its present high standard and to advance

the general interests of the business. At the time when he assumed his present office the annual output of the brewery was twenty-three thousand barrels, and in 1907, the output was forty thousand barrels. He has entire charge of the brewing department and of the bottling house, which latter was established in 1896. Mr. Ekhardt is a member of the United States Brew Masters' Association and also of the Peninsular State Brew Masters' Association. His political support is given to the Republican party, he is affiliated with Kilwinning Lodge, No. 297, Free & Accepted Masons, and both he and his wife hold membership in St. John's German Lutheran church. He is fond of athletic sports and of hunting and fishing, in connection with which lines of recreation he is well known in Detroit. He gives his undivided attention to the interests of the brewery with which he has so long been identified and whose success is in so large a measure due to his indefatigable and discriminating efforts and effective supervision.

On the 19th of June, 1901, Mr. Ekhardt was united in marriage to Miss Mary Reichman, daughter of Edward Reichman, a successful business man of Detroit, and they have one child, Marguerite Marie, who was born December 28, 1906.

HENRY C. DIETZ.

The standing of Mr. Dietz in connection with the business interests of Detroit is indicated in a measure by the office of which he is incumbent,—that of the secretary of the C. Pfeiffer Brewing Company, one of the principal concerns of the sort in the city and one to whose interests he devotes the major portion of his time and attention. He is known as an enterprising, progressive and reliable business man and as a citizen who is animated with much public spirit and loyalty.

Mr. Dietz was born in Detroit, on the 16th of May, 1861, and is a son of John and Catherine C. (Ebert) Dietz, both natives of Germany and representatives of staunch old fam-

ilies of the great empire. John Dietz was born at Kercheim, kingdom of Wurtemberg, Germany, and was reared and educated in his fatherland, where he learned the blacksmith trade in his youth. He followed his trade in Germany until 1851, when he immigrated to America, making Detroit his destination. Here he secured employment at his trade, in the shops of John Patton, with whom he remained about twenty years, after which he passed about the same length of time in the employ of Hugh Johnson. He became well known in the city and was a man of such sterling integrity and honor that he ever commanded the respect and confidence of those with whom he came in contact in the various relations of life. He retired from active labors in 1894 and thereafter had practically no connection with active business during the residue of his life, which terminated on the 12th of February, 1904. His wife passed away in August, 1891. Concerning their children the following brief data are found pertinent in this connection: Henry C. is the immediate subject of this sketch; George J. is now a clerical assistant in the office of the treasurer of Wayne county; and Catherine, who became the wife of George Wenzel, of Detroit, died on the 9th of March, 1904, about one month after the death of her honored father, and she is survived by two children,—George, an architect, engaged in the practice of his profession in New York city, and Hermina, who remains with her father.

Henry C. Dietz was reared to maturity in Detroit and to him were here accorded the advantages of the public schools, though he early initiated his association with practical business affairs. In 1874, when but thirteen years of age, he entered the employ of Stephen F. Smith & Company, retail shoe dealers, and with this concern he remained until 1878, when he secured a position in the shipping department of the establishment of the well known firm of Pingree & Smith, manufacturers of boots and shoes. In November of the following year, when but eighteen years of age, Mr.

Dietz entered into partnership with Frank Starke, under the firm name of Dietz & Starke, and engaged in the flour, feed and grain business, with headquarters at 224 Randolph street, from which location the business later removed to Nos. 15 and 17 Miami avenue, now known as Broadway. They built up a prosperous enterprise, and Mr. Dietz continued to be actively identified with the same until 1885, when he disposed of his interest and located at Fraser, Michigan, where he established himself in the general-merchandise trade. This business he conducted successfully until 1889, when he sold the stock and returned to Detroit, where he assumed the position of office manager in the brewery of Conrad Pfeiffer, also having partial supervision of the sales department. He continued to be actively identified with the executive affairs of the concern under the original regime and upon the incorporation of the C. Pfeiffer Brewing Company, in 1902, he became a stockholder in the new corporation, of which he was elected secretary. In this office he has since continued to render most efficient service, having charge of accounts, correspondence and sales, in which last department his efforts have been most potent in forwarding the expansion of the business. When he first connected himself with the Pfeiffer brewery its annual output was forty-one hundred barrels, and the extent to which the business has increased since that time is indicated in the present average annual output, which reaches the noteworthy aggregate of forty thousand barrels. A description of the company's plant and business appears on other pages of this volume.

Though never active in the domain of practical politics, Mr. Dietz is a zealous supporter of the principles and policies of the Republican party, and all that pertains to the welfare and progress of his native city is a matter of vital interest to him. His chief relaxation from the onerous cares of business is found in his home and in his association with the Detroit Turnverein. He has distinctive musical ability and

finds much pleasure in connection with the classical art.

On the 24th of June, 1885, was celebrated the marriage of Mr. Dietz to Miss Mary E. Lines, who was born in Woolwich, England, as was also her father, Alfred Lines, who came with his family to America when Mrs. Dietz was a child. He located in Detroit, where he passed the remainder of his life. Mrs. Dietz was summoned to the life eternal on the 9th of June, 1904, and is survived by three children, whose names and respective dates of birth are here indicated: Elizabeth, April 5, 1886; Henry C., Jr., November 4, 1895; and Florence, March 29, 1897.

ADOLPH A. CAILLE.

In the industrial and commercial department of this publication is entered a review of this history of the Caille Brothers Company, whose business, in the manufacturing of coin-controlling slot machines, is the largest of its kind in the world, and of this company the subject of this sketch is the vice-president and secretary. He has been intimately associated with his brother, A. Arthur Caille, in the up-building of this magnificent enterprise, as well as in those preliminary operations which led up to its inception. The life records of the two brothers run essentially parallel and both have achieved noteworthy success through their own abilities and efforts.

Adolph A. Caille was born in Detroit, on the 2d of April, 1863, and is the eldest of the three living children of Joseph M. and Catherine (Moret) Caille, both of whom are now deceased. The father, who was a native of Switzerland, came to Detroit in 1851 and was here engaged in the furniture and cabinet-making business for a number of years, after which he followed the same line of enterprise in Saginaw, this state, until 1897, after which year he lived virtually retired until his death, which occurred in 1907. Adolph A. Caille is indebted to the public schools of Detroit and Owosso for his early educational discipline, and

as a youth he learned the wood-working trade under the direction of his father. Like his brother he became a skilled mechanic, and both have gained marked prestige as inventors. Mr. Caille is known as a progressive and reliable business man and his success has been worthily won along legitimate lines of business enterprise. He has much civic pride and takes an interest in all that concerns the welfare of his native city. In politics he is independent and in a fraternal way he is affiliated with Detroit Lodge, No. 34, Benevolent & Protective Order of Elks. He has been vice-president and secretary of the Caille Brothers Company from the time of its incorporation, in 1901, and he also has the general supervision of the manufacturing department of the splendid industry controlled by his company.

In 1892 was solemnized the marriage of Mr. Caille to Miss Margaret Mocksey of Saginaw, and they have two children, namely: Arthur and Catherine.

HERBERT J. CONN.

Mr. Conn has been identified with business affairs in Detroit since 1891 and has proved himself a progressive and public-spirited citizen and a reliable and aggressive business man. He gives the major portion of his time and attention at the present time to the Peninsular Milled Screw Company, of which he is president and of which adequate description is given in another department of this publication.

Mr. Conn was born at Tyrconnel, Elgin county, province of Ontario, Canada, on the 12th of June, 1869, and is a son of Meredith and Mary (Nixon) Conn, both of whom were likewise born in Ontario, where the respective families were early founded. Meredith Conn became a successful dealer in grain and wool and a citizen of prominence and influence in his community. As a Conservative, he was active in the political affairs of his district and served in various local offices. He and his

wife are now living at 27 Victoria avenue, Windsor, Ontario.

The subject of this review was afforded the advantages of the public schools of his native town and effectively supplemented this discipline by a through course in the Chatham Business College. In 1891, at the age of twenty-two years, Mr. Conn took up his residence in Detroit, where he associated himself with William E. Currie in the buying and selling of cedar paving blocks, poles and posts. The firm also instituted a general contracting business, in the laying of cedar-block pavements, and built up a large and prosperous enterprise. Currie & Conn continued this business until 1905, and within this period handled many large and important contracts. Fully ninety-five per cent of the cedar-block paving done in Detroit between the years 1892 and 1905 represented contracts secured and effectively handled by this reliable and well known firm, whose dissolution took place in the year last mentioned. Mr. Conn was one of the organizers of the Peninsular Milled Screw Company, which was incorporated in 1902, and he has been president of the company since 1904. In this connection reference should be made to the article giving record of the company.

In politics Mr. Conn maintains an independent attitude, and he is a member of the Detroit Employers' Association and the Detroit Board of Commerce. He is affiliated with Alvinston Lodge, No. 323, Free & Accepted Masons, at Alvinston, Ontario, and he and his wife hold membership in the Church of Christ.

On the 9th of November, 1892, Mr. Conn was united in marriage to Miss Elizabeth A. Lamb, daughter of Robert Lamb, who was for many years a representative farmer at Alvinston, Ontario, and who died in Detroit, in 1908; he was a native of Scotland. Mr. and Mrs. Conn have one son, Clarence H., who was born on the 14th of May, 1894, and who is now a student in the Eastern high school of Detroit.

THOMAS A. WADSWORTH.

Detroit's pre-eminence as a manufacturing and commercial center is not based upon the pronounced industrial advancement of the past decade alone, but finds its source not less in those ably conducted enterprises which have long since passed the status of incipency and have grown to extensive proportions. Such an industry, and the largest individually conducted concern of the sort in the west, is that represented in the Western Cigar Box Factory, of which the subject of this review is the sole owner, having built up the splendid business from a nucleus of modest order. The enterprise was established nearly forty years ago and its growth has been consecutive and substantial, while Mr. Wadsworth has gained recognition as a thoroughly progressive business man and public-spirited citizen, contributing a due quota to the development of the "Greater Detroit,"—the larger Detroit, both in civic and industrial lines.

Thomas Abner Wadsworth is a native of the state of Michigan, having been born in Redford, Wayne county, on the 26th of June, 1844, and being a son of Thomas and Marietta (Lee) Wadsworth, the former of whom was born at Farmington, Connecticut, in October, 1805, a representative of a family established in New England in the colonial epoch, and the latter of whom was born near Utica, New York. Thomas Wadsworth was reared and educated in his native state, and learned the trade of ship carpenter. As a young man he came to Michigan and settled at Redford, becoming one of the pioneers of that section of Wayne county. There he took up a tract of one hundred and sixty acres of wild land, securing the same from the government. A large portion of this tract he reclaimed from the virgin forest, developing a productive farm. In addition to the work thus accomplished he long continued to follow his trade, in which line his able services were in distinctive requisition in connection with construction work on lake vessels. He took up

his residence in Detroit in 1846, and for a number of years he was a valued employe at the local shipyards, being a skilled artisan and having done a large amount of important work as a ship-carpenter. His first place of residence in Detroit was on Antoine street, near Congress, and later he erected for himself a house on Riopelle street, near Monroe street, where the family home was maintained for a number of years. Finally he built another residence on the lot now designated as 385 Monroe street, and the closing years of his life were passed in the family of his daughter, Mrs. George W. Davis, of Saginaw, Michigan, where he died in January, 1890, at the venerable age of eighty-five years. He continued in the work of his trade until 1870, and thereafter he lived practically retired until his demise. He was a man of sterling attributes of character and ever commanded the confidence and esteem of all who knew him. He espoused the cause of the Republican party at the time of its organization and ever afterward continued a stalwart supporter of its principles and policies. He was a spiritualist and his wife a member of the Methodist church. They became the parents of eight children, of whom two are living, the subject of this sketch being the elder and his sister, Henrietta R., being the wife of John Robinson, a retired building contractor of Detroit.

Thomas A. Wadsworth, whose name initiates this article, was afforded the advantages of the common schools of Detroit, and in 1860, at the age of sixteen years, he here entered the employ of H. S. Robinson, a manufacturer of cigar boxes, in whose shop he learned the trade, becoming a competent mechanic in this line. Later he was in the employ of P. N. Kneeland, who was a manufacturing tinsmith.

As a loyal son of the republic it was Mr. Wadsworth's patriotic spirit which impelled him to offer his services in defense of the Union when its integrity was placed in jeopardy through armed rebellion, and he subordinated all other interests when, in August, 1862, he

enlisted as a private in Company A, Twenty-fourth Michigan Volunteer Infantry, which was assigned to the First Division of the Iron Brigade of the First Army Corps of the Army of Potomac, with which command he continued in active service until April 29, 1863, when he was so severely wounded, at the battle of Fitz Hugh's Crossing, Virginia, as to incapacitate him for further field service. While in the hospital at Point Lookout, Maryland, he was appointed to a clerical position in the office of the medical director of this hospital, and he thus continued to serve until the close of the war, having been mustered out, under general orders, in May, 1865, and having duly received his honorable discharge.

After the close of the war Mr. Wadsworth returned to Detroit, where he again entered the employ of H. S. Robinson, by whom he was sent to Chicago as superintendent of the branch cigar-box manufactory which the former had there established. In 1867 he came again to Detroit and engaged in business for himself. In 1868 he associated himself with John Ballard and engaged in the manufacturing of cigar boxes, under the firm name of Wadsworth & Ballard. In the following year he purchased his partner's interest in the business and formed a similar alliance with Leland B. Cook, under title of Wadsworth & Cook. In 1870, however, he again assumed sole control of the business, by purchase of Mr. Cook's interest, and since that time he has individually continued the enterprise, which, under his effective management, has grown to be one of broad scope and importance. The first location of the little factory was on Jefferson avenue, between Randolph and Bates streets, and in the initial stages employment was given to only three men. In 1870 he erected a two-story factory at 385 Croghan street (now Monroe avenue), and later he built on the same site a substantial brick structure, three stories and basement and forty-five by one hundred and five feet in dimensions. In 1907 he completed another and adjoining building of the same height and lateral di-

mensions, and the two constitute his present factory, which has an aggregate floor space of thirty-nine thousand square feet. The mechanical equipment and all accessories of the plant are of the most modern approved type, and the factory is a model in every particular, with the best and most ample facilities for handling the great volume of business demanded by its trade. Employment is given to a force of one hundred and fifty persons and the pay roll represents the annual expenditure of one hundred thousand dollars,—a fact of significance aside from the commercial importance of the enterprise. The factory is the largest of the sort in the west, and in an individual sense Mr. Wadsworth is the leading cigar-box manufacturer in the Union; all other factories of comparative scope being controlled by corporations or firms of two or more individuals. The output of the plant in 1907 was nearly one hundred and ninety thousand boxes, and the products of the establishment have ever maintained a high reputation for superior excellence in material and construction. The trade of the factory is principally confined to Michigan, and the major portion of the large output is utilized by Detroit cigar manufacturers, this city being recognized as one of the most extensive cigar marts in the Union. In the executive affairs of the business Mr. Wadsworth has an able assistant in the person of John A. Campbell, who has charge of accounts, correspondence and sales. Mr. Wadsworth has been an energetic, enterprising and progressive business man and has achieved success through his own well directed efforts. He has other capitalistic interests of important nature and is the owner of a considerable amount of valuable realty in Detroit. For the past fifteen years he has been a member of the directorate of the Michigan Mutual Life Insurance Company, is a stockholder in the Home Savings Bank, and in Parke, Davis & Company, manufacturing chemists, besides having interests in other local industrial concerns. For three years he was a director of the Union National Bank, retaining this posi-

tion until the institution was merged with the Dime Savings Bank.

In politics Mr. Wadsworth has ever given an unqualified allegiance to the Republican party, and he is at all times observant of civic duties, though he has never sought or desired public office. He is one of the appreciative and valued members of *Detroit Post*, No. 384, Grand Army of the Republic, of which he served as commander in 1894. He is extremely fond of fishing, boating and motoring, and finds much of pleasure and diversion along these lines, while he has also enjoyed the advantages of extensive travel. He is a thorough business man, democratic and affable in his intercourse with his fellow men, and he is held in high esteem in the business and social circles of the city in which he has passed the major portion of his life.

On the 15th of November, 1891, Mr. Wadsworth was united in marriage to Miss Jennie Roehl, daughter of the late Charles J. Roehl, who was a prominent wholesale dealer in meats in Detroit for many years. Mr. and Mrs. Wadsworth have one son, Harold Lee, who was born April 20, 1893, and who is now a student in the Detroit University School (1908). The beautiful family home, notable for its gracious hospitality, is located at 741 Jefferson avenue.

GEORGE TAYLOR MOODY.

Success in any line of occupation, in any avenue of business, is not a matter of spontaneity; but represents the result of the application of definite subjective forces and the controlling of objective agencies in such a way as to achieve desired ends. Mr. Moody has realized a large and substantial success in the business world and his career has well exemplified the truth of the foregoing statements. He occupies to-day a large place in the commercial life of Detroit, the city in which he was born, and is best known to the public at large from his connection with the corporation of the Newcomb, Endicott Company, of which he is first vice-president, and with which he

has served in various capacities since the founding of the business in 1868.

George Taylor Moody was born in Detroit, on the 16th of September, 1851, and is a son of Robert and Elizabeth (Broadley) Moody. As a boy and youth he availed himself of the advantages of the public schools, and his initial service in connection with the practical activities of business life was that rendered in the position of errand boy in the retail dry-goods house of James W. Farrell, one of Detroit's leading merchants at that time and a citizen of prominence and influence. Then and later the business training of young Moody was secured under most favorable auspices, for the interested principals in the concerns with which he was thus identified in the formative period of his business life were men of sterling integrity and distinctive ability, and he learned only correct principles and methods. In 1868 Messrs. Cyrenius A. Newcomb and the late Charles Endicott purchased the stock and business of Mr. Farrell and established the firm of Newcomb, Endicott & Company. This title has since been retained and within the long period of years that the business has been conducted under such title the history of the concern has been one denoting continuous growth and expansion, while its reputation has ever been unassailable. Mr. Moody was seventeen years of age at the time of the organization of the firm and had sufficiently proven his value in the original establishment to be assured of a position under the new regime. It is interesting to note that in the forty years in which he has been associated with the business of this corporation he has filled every position from that of clerk to that of first vice-president. When he entered the employ of the original firm its corps of employes numbered about twelve persons, and what has been wrought in the intervening period may well be imagined when it is stated that at present employment is given to some six hundred and fifty persons, and the business has grown to be the most extensive conducted by any wholesale and retail dry-goods store in



George Taylor Moody

Michigan, while the firm name is as well known throughout the state, practically, as Detroit itself. In the sketches of the lives of the founders of the enterprise, Messrs. C. A. Newcomb and Charles Endicott, appearing on other pages of this work, is given sufficient description of the growth and development of the business, so that repetition of the data is not here demanded.

In 1887 Mr. Moody was admitted to a partnership in the firm and on the incorporation of the business in 1903, he was elected first vice-president, of which office he has since remained incumbent. He is one of the foremost executives in the active management of the business. With a thorough knowledge of stock values in the manifold lines carried in the great establishment, and with an admirably developed and reinforced executive talent, Mr. Moody may well look with satisfaction upon the results of his labors in connection with the business with which he has been connected since his boyhood days. Since the commencement of his career he has bent his energies definitely to the work in hand and became one of the most valued and trusted employes of the firm while still a youth. The appreciation of his efforts was shown in his advancement through the various grades of promotion, and he eventually gained a tenacious grasp upon the manifold details of the business in all its departments, thereby making himself indispensable. Such loyalty and zeal never fail of tangible recognition, and his career is one that offers both lesson and incentive to the young men of the present generation. It is ever essentially true that "labor conquers all," and that consecutive industry is the master key which opens the door of success. He whose vanity or apathy holds him aloof from persistent effort will never make for himself a place in connection with the productive energies and activities of life, and this fact can not be too often impressed upon the minds of the young men entering business or professional careers.

In the work necessary to the building up of the local Young Men's Christian Association,

Mr. Moody has given liberally of his means and time. His first employer, James W. Farrell, was the first president of the Detroit organization. Mr. Moody was finally elected president of the same organization and served for six years. He has been a member of this association since a boy and has served as a member of its board of directors for over twenty years. He is also a member of the Michigan state committee of the association. His efforts in behalf of the organization have been productive of most satisfactory results. He was one of the most active factors in promoting the movement for the erection of the new association building, now in course of construction, and which it is expected will be completed within the year 1908, and in all phases of the work he maintains an abiding interest. A history of the local organization was written by him and a copy of the same is enclosed in the strong box which was sealed by Hon. William C. Maybury, mayor of Detroit, January 1, 1901, on the occasion of the two hundredth anniversary of the founding of the city and which is to remain unopened until a century from the date mentioned. Many other interesting documents were likewise placed in this historic receptacle.

No citizen of Detroit is more distinctively loyal, enthusiastic and public spirited than is George T. Moody, and this fact is emphasized in his active association with the work of that well ordered and progressive body, the Detroit Board of Commerce, through whose agency has to a large extent been conserved the rapid industrial advancement of the city within the past few years. He has been especially active in the work of this organization and his labors received due recognition in his election to the office of first vice-president on April 9, 1907. He is president of the organization in 1908. He has been a life-long Republican. Essentially a business man, he has neither the time nor inclination for office, though he never neglects his civic duties and obligations. He is a member of the Detroit Club, and of its directorate; a life member of the Detroit Boat Club

and the Fellowcraft Club; is vice-president and director of the Harbor Beach Association of Harbor Beach, Michigan; a member of the Merchants' Central Club and the Aldine Association of New York City, the latter a literary and social club, and a member of the Detroit Country Club and the Detroit Automobile Club. He is a member of Corinthian Lodge, F. & A. M., of Detroit. He and his wife are valued and zealous members of the Woodward Avenue Baptist church, of which he is a trustee, and he is also a member of the board of trustees and of the finance committee of Kalamazoo College, an institution conducted under the auspices of the Baptist church.

Mr. Moody is well known to the citizens of Detroit, where his circle of friends is coincident with that of his acquaintances, as he is thoroughly democratic, genial and social. Progressiveness and energy have ever marked his management of the various affairs in which he has been concerned; he has the finesse of the intuitive business man, being diplomatic and ever maintaining control of himself, so that he is able the more effectively to direct and control the work of others. He holds a secure position in the confidence and esteem of the community and has contributed in large measure to the advancement and development of the city in whose still greater commercial and civic prestige he is a firm believer.

Mr. Moody married on the 13th of August, 1879, Miss Lena C. Riker, daughter of James Riker, a prominent citizen of Clintonville, Michigan. To them have been born two daughters,—Olive R., who was graduated from the Detroit Home & Day School and who finished at Miss Cooper's School, New York city. She married, in June, 1906, George A. Worden, of Detroit. Marjorie E., the second in order of birth, was also educated in the Detroit Home & Day School and attended for a time Dana Hall at Wellesley, Massachusetts.

The family have long been prominent in the best social circles of the city and the attractive home on Elliot street is known for its gracious hospitality.

ALFRED E. COUCH.

One of the leading restaurateurs of Detroit is Alfred E. Couch, who successfully caters to an appreciative and extensive patronage through his fine system of restaurants.

Mr. Couch was born in the city of Toronto, province of Ontario, Canada, on the 17th of May, 1876, and is a son of Dr. Walter J. and Harriet J. (Kane) Couch, who are natives of Ontario, Canada, and who have been residents of Detroit since 1891. The father is a representative physician and surgeon of this city, where he has a large practice and where he is held in high esteem by his professional confreres. The subject of this sketch attended the public schools of his native city until the removal of the family to Detroit, at which time he was fifteen years of age. For the ensuing two years he continued his studies in the Detroit schools, and he then, in 1893, secured a clerical position in the establishment of L. Black & Company, the well known and pioneer opticians and dealers in optical goods. With this concern he remained until 1896, and thereafter he was in the employ of Traub Brothers, jewelers, 118 Woodward avenue, until 1898. In the year last mentioned Mr. Couch initiated his connection with the line of enterprise in which he has attained to so noteworthy success and prestige. He at that time became manager of the store and restaurant of J. C. Kuhn, and in the following year assumed the practical management of the restaurant conducted by the Morton Baking Company in the Loyal Guard Building, at the corner of Grand River avenue and Griswold street, where he gained still wider experience.

On the 1st of October, 1899, Mr. Couch leased a room twenty-five by forty-five feet in dimensions at the corner of Rowland and State streets and there opened a popular-priced restaurant. He made this first independent venture practically without capitalistic reinforcement, but his technical knowledge, his energy and discrimination, and the effective service which he instituted and maintained, soon brought to his place a most desirable class of

patronage. He began operations with only six employes and his receipts for the first day were summed up in eighteen dollars and thirty-five cents. He has since continued in the same location, having enlarged and otherwise improved the quarters from time to time, to meet the ever increasing demands of his trade, and at this location he now has a seating capacity for the accommodation of two hundred guests. This is distinctively one of the best equipped and most popular restaurants conducted at moderate prices to be found in the city, and every detail of the service is made as immaculate as possible, while the cuisine is maintained at a particularly high standard. In this restaurant employment is now given to forty-two persons. In 1904 Mr. Couch purchased of the Morton Baking Company the equipment of the restaurant in which he himself had previously been employed, in the Royal Guard building, and in this eligibly located place he has since conducted a very successful business, as adjunct to the restaurant previously mentioned. He refitted the new place in most attractive style and here employment is now given to fifteen persons, Mr. Couch has given constant and scrupulous attention to every detail of his business, and the result is seen in the large trade controlled and in the high standing which is his in this line of enterprise.

In politics Mr. Couch is independent, and in the Masonic fraternity he is affiliated with the following named bodies in Detroit: Kilwinning Lodge, No. 297, Free & Accepted Masons; King Cyrus Chapter, No. 133, Royal Arch Masons; Monroe Council, No. 1, Royal & Select Masters; Detroit Commandery, No. 1, Knights Templars; and Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine. He is also identified with Detroit Lodge, No. 34, Benevolent & Protective Order of Elks; the Knights of Pythias; Harmonie Society, and the Detroit Golf and Detroit Automobile Clubs. He is one of the loyal and appreciative member of the Detroit Board of Commerce, in whose promotive work he is emphatically interested.

On the 1st of January, 1900, Mr. Couch was united in marriage to Miss Helen Andrew Morton, daughter of Robert Morton, president of the Morton Baking Company, of Detroit, and they have two children,—Margaret Phyllis, and Alfred Walter. Mrs. Couch is a member of the First Presbyterian church, and is prominent in its work and in the social life of the city.

RALPH B. WILKINSON.

A representative member of the bar of Michigan and senior member of the well known legal firm of Wilkinson & Younglove, was born in the city of Detroit, Michigan, on the 28th of September, 1868, and is a son of Hon. Albert H. and Elvira M. (Allen) Wilkinson. Personal mention of his father appears in this work and contains a brief record of the family in Michigan.

Ralph B. Wilkinson acquired his early education in the public schools of the city of Detroit and was graduated from the high school in 1887. Subsequently he entered the law offices of Wilkinson & Post, of which his father was senior member, as clerk, and during his service in this capacity read law. In 1888 he was appointed deputy clerk of the United States circuit court, under Walter S. Harsha, continuing his law studies meanwhile, and he was admitted to the bar in the spring of 1890. From 1890 until 1895 he was again associated with the firm of Wilkinson & Post, his duties being the care of the real-estate business of that firm. From 1895 until 1898 he practiced his profession on his individual account, making a specialty of real-estate law and meeting with success. In 1898 he formed with Lyle G. Younglove the firm of Wilkinson & Younglove, and they have since engaged in general practice. The firm is recognized as one of the most representative among the younger ones of the city and numbers among its clients several of the important institutions of the city. They are attorneys for the Commercial Milling Company, Louis Peters & Company, Detroit Show Case Com-

pany, Grace Harbor Lumber Company, C. W. Restrict Lumber Company, Lowrie & Robinson, H. H. Harding Lumber Company, and the Bradstreet Agency, Detroit district.

Mr. Wilkinson has attained no little prominence in his profession, and has appeared in connection with important litigations in both the state and federal courts. His methods are clean and forceful and his knowledge of the law broad. He is interested in a number of manufacturing enterprises, in two of which he is a member of the board of directors, and he has been identified with the development of his native city. He is a Scottish Rite Mason, a member of Detroit Commandery, the Detroit Bar Association and the Detroit Credit Men's Association.

Mr. Wilkinson married, on the 11th of April, 1893, Miss Isabelle Leadley, daughter of the late Hon. John Leadley, who for many years was prominent in the mercantile and civic life of Detroit. Mr. and Mrs. Wilkinson are the parents of two children—Ruth and Albert G.

JACOB COTNER, JR.

On other pages of this work appears a review of the career of William C. Sprague, founder of the Sprague Correspondence School of Law and the Sprague Publishing Company, of both of which he is the head and of the same corporations the subject of the present sketch is secretary and treasurer. Mr. Cotner has proved an able coadjutor of Mr. Sprague, and his genius and initiative have helped make possible the upbuilding of these two splendid Detroit institutions, so that his work and personality demand recognition in this publication.

Like his two executive associates in the enterprises mentioned, Mr. Cotner is a native of the old Buckeye state, having been born on a farm near the city of Mansfield, Richland county, Ohio, on the 14th of September, 1860. He is a son of Jacob and Katherine (Hartman) Cotner, natives of Bavaria, Germany. They came to America as children and were early

settlers and pioneers of Ohio. His father was a farmer by vocation and on retiring was an honored and influential citizen of Mansfield, where he continued to reside until his death, as did also his devoted wife. The subject of this review is indebted to the public schools of his native city for his early educational discipline, and when fourteen years of age he left high school and initiated his business career by securing employment in a hardware store in Mansfield. With characteristic energy he applied himself to the duties which devolved upon him and made the most of the experience gained, so that his advancement was assured. For five years he was in the employ of the firm of Wagner & Forney, of Mansfield, jobbers in hardware, and at the age of seventeen years he became a traveling salesman for the firm, being thus engaged for two years and making for himself a record that gained to him similar employment with the wholesale hardware house of the McIntosh-Huntington Company, of Cleveland, Ohio. He was traveling representative for this concern for a period of two years, at the expiration of which he severed his connection with the same and organized the Mansfield Bolt & Nut Company, which was incorporated with a capital stock of twenty thousand dollars and which engaged in the manufacturing of bolts and nuts, by an improved process. Mr. Cotner was the first president of this company, but retired after being its head for one year, having disposed of his interest in the enterprise. After his retirement from this company Mr. Cotner was employed for one year as traveling salesman for the Warren Packard Company, of Warren, Ohio, wholesale iron dealers. During the succeeding two years Mr. Cotner represented the Simmons Hardware Company, of St. Louis, Missouri; the next year he devoted to the Baxter Stove Company, of Mansfield, Ohio, for which he was a traveling salesman; and later, for two years, he was similarly engaged with the Fletcher-Jenks Hardware Company, of Detroit, and the Peninsular Stove Company, of Detroit.

In 1889 Mr. Cotner made a radical change in occupation,—one which has inured to his success and prestige in no insignificant degree. He identified himself with the educational and publishing interests of William C. Sprague, in Detroit, and was made secretary and treasurer of the Collector Publishing Company, the nucleus of the extensive business now conducted by the Sprague Publishing Company, which now publishes in Detroit *The American Boy*, the *American Legal News*, the *Law Students' Helper*, and a list of technical books comprising nearly one hundred titles. Since the incorporation of this company Mr. Cotner has continued as its secretary and treasurer, and this dual office he likewise holds with the Sprague Correspondence School of Law.

From an article published in the *Detroit Free Press* and written by that honored and veteran journalist, John H. Greusel, are taken the following pertinent extracts: "J. Cotner, Jr., secretary and treasurer, has for eighteen years been in charge of the school and the publishing company. He deals with their patrons in all money and business matters. His business experience has been wide, his fitness for the work is unquestioned. He began life as a chore boy in a hardware store. His pay for the first year was \$75.00, but by diligence and adaptability he advanced from one department to the other until he went on the road. He was known as one of the best salesmen in the hardware and stove industry. He early learned to handle an immense amount of detail, and carries himself with the ease of a man who does large things well. Mr. Cotner's knowledge of advertising has been of importance in building up the '*American Boy*.' He traveled throughout the country, met and convinced many agency men who were skeptical of the field for a boy's paper. Cotner is a dynamo of industry, and his ideas are safe and sane. The columns of the *American Boy* reflect many of his plans for attracting and keeping the interest of young America."

In political matters Mr. Cotner is found arrayed as a stalwart supporter of the principles

and policies for which the Republican party stands sponsor, and as a citizen he is intrinsically loyal and public-spirited. For eight years he was a director of the Detroit Young Men's Christian Association, in whose work and objects he maintains a deep interest, and for the past eight years he has also been a member of the board of trustees of the First Congregational church of Detroit. He was one of the active factors in effecting the organization of the Ohio Society of Detroit, was its first secretary and treasurer, and was the third to be called to the presidency of the society. He is fond of out-door sports and is an enthusiastic golfer, being a member of the Detroit Golf Club.

In the year 1889 was solemnized the marriage of Mr. Cotner to Miss M. Etta Trowbridge, daughter of Demetrius N. and Dorothy M. Trowbridge, of Toledo, Ohio. Mrs. Cotner died in Detroit, in 1899, and is survived by three children,—Emerson Trowbridge, Dorothy Katherine, and Russell Murray. In November, 1901, Mr. Cotner contracted a second marriage, being then united to Miss Cecilia L. Burke, daughter of William Burke, during his life a representative citizen of Ann Arbor, Michigan.

HARRY F. CHIPMAN.

To have attained to success and prestige in a profession which has been dignified and honored by the services of his ancestors in at least three generations, either on the bench or in the active practice of law, or even in both, cannot be other than a satisfaction to the subject of this review, who is a son of one of Michigan's most honored jurists and legists, the late Hon. J. Logan Chipman, of Detroit, who presided on the bench of the superior court in this city for eight years and who laid aside the judicial ermine only when called upon to represent his native state in congress, of which he was a member at the time of his death. A memoir on other pages of this volume briefly reviews the life history of this distinguished citizen, offering also data concerning the family

genealogy, and thus it is not demanded that such subject matter be again touched upon in this sketch of the life of his son, who is well upbearing professional and civic honors of the name.

Harry F. Chipman was born in Detroit, on the 29th of June, 1859, and he has never faltered in his allegiance to and love for his native city, which has been his home thus far in his life and which is hallowed to him by the gracious memories and associations of the past. He is indebted to the public schools of Detroit for his early educational discipline and in 1878 he assumed a position with the Paris, Cumberland Gap & Southern Railroad. When he returned to Detroit he began the study of law, having as his preceptors his father and the Hon. Don M. Dickinson. Mr. Chipman was admitted to the bar of his native state in 1880, and a few months later, within the same year, he was elected to the office of circuit-court commissioner, of which position he remained incumbent for two years, gaining valuable experience and proving a most satisfactory official. He has since that time been called to other positions of public trust and responsibility, and in each has been faithful and efficient. In 1894 Governor Pingree appointed him a member of the board of police commissioners of Detroit and in 1896 he resigned this office to become the Democratic candidate for sheriff of Wayne county. He was elected to the shrievalty by a gratifying majority and held the office during 1897-8, giving a forceful, diligent and successful administration and making a splendid record in a field of labor far removed from that for which he had technically trained himself. In 1900 he was made the candidate of his party for the office of circuit judge, but met defeat, as did the other candidates on the Democratic ticket. He now gives his undivided attention to the work of his profession, being recognized as a strong trial lawyer and safe and conservative counsel, and having been retained in many important cases, with a regular counsellor clientage of distinctively representative character. He

is an active worker in behalf of the cause of his political party and is one of the leaders in its local ranks. He is identified with various professional organizations, as well as those of fraternal and social order, and is a communicant of the Protestant Episcopal church, both he and his wife being members of St. Paul's church.

In 1891, was solemnized the marriage of Mr. Chipman to Miss Rose C. Copeland, daughter of David Copeland, of Detroit, and they have three children,—Etole, Dorothy, and Helen.

It is scarcely necessary to state that Mr. Chipman has a wide acquaintanceship in his native city, where his popularity is of the most unqualified order, and no citizen views with greater pride and satisfaction the effective manipulation through which the advancement of the "Greater Detroit" is being promoted with so decisive assurance. In this connection there is almost prophetic wisdom in the words uttered by his honored father in a public address in this city a number of years ago, and these words merit reproduction here, as do they, indeed, in other contemporary publications which make note of the magnificent progress which the city is making: "There are many young men present in this hall to-day who are not aware of the fact that there is a Detroit ahead of them which they do not at present dream of. They have not given the future of this great city serious thought, and even if they had, but few are gifted with power to appreciate what she is destined to become. Time will be when Detroit will be one of the most populous cities in the country, favored in location, beautiful in architecture, and extensive in commerce."

FLOYD G. ARMS.

As one of the representative business men of the younger generation in Detroit, consideration is consistently given in this publication to Mr. Arms, who is secretary of the Hugh Wallace Company, of whose business a description is given on other pages, so that a recapitulation is not here necessary.

Floyd G. Arms takes due satisfaction in claiming the fine old Wolverine state as the place of his nativity. He was born at South Lyon, Oakland county, Michigan, on the 28th of January, 1879, and is a son of Edwin I. and Alice M. (Gready) Arms, both likewise natives of this state and representatives of honored pioneer families. The Arms family was founded in America in the early colonial epoch, by William Arms, who was a native of the Isle of Man and who immigrated to the new world in 1660, settling near Conway, Massachusetts, in which state the name has continued to be one of prominence in the several succeeding generations. In the old Bay state to-day are numerous descendants of this colonial ancestor, and representatives of the name are also found in many other states of the Union. Israel Arms, who was a native of Conway, Massachusetts, was the founder of the family in Michigan. He came to this state in the early pioneer days and secured a tract of government land, on a portion of which the village of Webster is now located. He developed a considerable portion of his land, reclaiming the same from the forest wilds and later removed to Brighton township, Livingston county, where he continued in agricultural pursuits and also did a profitable business in the manufacturing of the old-time cradles, utilized in the harvesting of grain in the pioneer days. He died in 1856, one of the honored pioneers and influential citizens of the county to whose development and progress he contributed most materially. His youngest son was Edwin I. Arms, father of the subject of this review.

Edwin I. Arms was born on the old homestead in Livingston county, Michigan, in 1840, and was reared to the sturdy discipline of the farm, in whose work he early began to assist. His educational advantages were those afforded in the district schools of the locality and period. Upon the death of his honored father he became manager of the estate and the chief support of his mother and sisters. Later

he became a successful contractor, and in pursuance of his business in this line he passed some time in the state of Illinois. In 1868 was solemnized his marriage to Miss Alice M. Gready, daughter of James Gready, who was a native of Bristol, England, and who settled in Wayne county, Michigan, in 1835,—about two years prior to the admission of the state to the Union. The section in which he then established his pioneer home is now included in Oakland county. Mr. Gready purchased a large tract of government land and reclaimed a valuable farm, to which he continued to give his supervision until his death, which occurred in 1869. His estate was then placed under the control and management of Edwin I. Arms, whose wife was the principal heir, and with the passing of years the property greatly appreciated in value, receiving the attention of Mr. Arms until he was summoned to the life eternal: his death occurred on the 21st of April, 1907. He was a man of forceful individuality and sterling integrity, exerted much influence in his community and ever commanded the uniform confidence and esteem of his fellow men. He is survived by his widow and their four children,—Anna V., wife of Lucius B. Rodger, of Detroit; Louise L., wife of Hugh Wallace, of Detroit; Nellie A., who remains with her widowed mother at their home in South Lyon; and Floyd G., who is the immediate subject of this sketch.

Floyd G. Arms secured his early educational discipline in the public schools of his native village, where he completed a course in the high school, in which he was graduated as a member of the class of 1895. In the same year, at the age of sixteen years, he initiated his business career by assuming the position of shipping clerk in the establishment of the Acme Heating & Ventilating Company, of Detroit. This company was soon afterward succeeded by the Detroit Cold Storage Company, of whose plant Mr. Arms was superintendent from 1896 until 1898, inclusive. He then entered the Central high school in Detroit, in which he was graduated as a member of the

class of 1899. After leaving the high school he became a traveling salesman for the Western Robe Company, of Detroit, and with this institution he has since been identified. In 1904 he became superintendent of the company's plant, and in 1906 was elected secretary of the company, having shown much executive ability and contributed materially to the advancement of the enterprise. In May, 1907, the business was incorporated under the present title,—the Hugh Wallace Company, and he has since continued incumbent of the office of secretary, whose duties receive careful and discriminating attention, while he also has general supervision of the manufacturing department and of the purchasing of supplies. Mr. Arms is an alert and progressive young business man and is loyal and public-spirited as a citizen. In politics he gives his support to the principles and policies for which the Republican party stands sponsor, and he and his wife are member of the Central Methodist Episcopal church.

In April, 1905, Mr. Arms was united in marriage to Miss Henrietta G. Swan, daughter of John Swan, who is a native of Scotland and who is numbered among the representative citizens of Chatham, province of Ontario, Canada. Mr. and Mrs. Arms have two children,—Wallace Gilbert, born on the 10th of May, 1906, and Virginia, born January 24, 1908.

CHARLES B. WARREN.

As one who stands a splendid type of the progressive and loyal men of the younger generation who have caused the city of Detroit to make such magnificent industrial and civic advancement within the last decade, Mr. Warren is specially entitled to recognition in this work. He is one of the leading members of the Michigan bar, being engaged in the practice of his profession in the city of Detroit. His financial interests are of wide scope and importance and enlist his services as an executive in a number of the great industrial and financial concerns of the city and state.

Mr. Warren was born in Bay City, Michigan, on the 10th day of April, 1870, and is a son of Hon. Robert L. and Caroline (Beecher) Warren, both of whom were born in the state of Michigan. Robert L. Warren was reared and educated in Flint, and is a graduate of the University of Michigan. He had much to do with the development and upbuilding of the Saginaw valley. He has attained distinction as a newspaper man in Michigan and as a citizen of great ability, wielding much influence in civic and political affairs. He was the founder of both the Bay City Journal and Saginaw Daily Enterprise, and was one of the first to publish a daily paper in the Saginaw valley. He was in the state legislature in the early days and has long been president of the board of trustees of the Michigan School for the Deaf, at Flint. He is now a resident of the city of Ann Arbor, and is editor of and controls the daily newspapers of Ann Arbor, all of which he has recently consolidated into one company. The Second district of Michigan selected him as one of its delegates to the national Republican convention in 1908.

Charles B. Warren passed his boyhood and youth in Bay City and Albion, Michigan. He prepared for college at the preparatory school of Albion College, and continued his studies for a time in Albion College. He was president of his freshman class and was elected managing editor of the college paper in his sophomore year, but left Albion College and entered the junior class of the University of Michigan in 1889 and was graduated in 1891, receiving the degree of Bachelor of Philosophy. During his two years in Ann Arbor he gave especial attention to the study of history, philosophy and constitutional law. His class founded the literary magazine of the University, "The Inlander," and Mr. Warren was elected by his class as the first editor-in-chief. After graduating he came to Detroit and entered the law office of Hon. Don M. Dickinson, under whose able preceptorship he continued his legal studies, being admitted to the bar of the state in 1893. To further fortify himself in the



Charles B. Warren

learning of his chosen profession, he entered the Detroit Law School, then under the able management of Prof. Floyd Mechem, who later became one of the University of Michigan's most valuable law professors, in which school he was graduated as a member of the class of 1893, receiving his well earned degree of Bachelor of Laws. He continued to be associated in practice with Mr. Dickinson until 1897, when he formed a closer relationship with the latter, being admitted to partnership as a member of the firm of Dickinson, Warren & Warren, one of the strongest law firms in the state at that time. He remained thus associated until January, 1900, when the firm of Shaw, Warren & Cady was organized, his associates in the same being Messrs. John C. Shaw and William B. Cady and later Herbert K. Oakes. This professional alliance still obtains and the firm is one of the large, strong law firms of the state, doing a very extensive business.

In 1896 Mr. Warren was appointed associate counsel for the United States before the Joint High Commissioners who adjudicated the claims of Great Britain against the United States in the historic controversy involving the rights of the two nations in the Behring sea. This was a great honor and a most important work and immediately gave Mr. Warren a prominence in his profession and a standing in the front of the younger members of the Michigan bar. He is a member of the executive committee of the American Society of International Law, of which Hon. Elihu Root is president. The only other member from Michigan is Hon. James B. Angell, president of the University of Michigan. The calling of Mr. Warren to this position indicates the estimate placed upon his ability and his knowledge of the science of jurisprudence and of diplomatic procedure. For two years Mr. Warren served as counsel for the legal committee of the Detroit Board of Commerce, and his services are constantly sought as counsel by important business interests.

Notwithstanding the exactions of his large professional business, Mr. Warren is an active

factor in various important corporations in which he is financially interested, and he is ever ready to lend his aid and influence in the furtherance of enterprises which tend to advance the upbuilding and material and civic prosperity of his state and home city. He is a member of the directorate of the Old Detroit National Bank and that of the National Bank of Commerce. He was chairman of the committee that organized the latter bank, and is now its general counsel. He is a director and president of the Michigan Sugar Company, one of the largest industrial factors in Michigan, having a capital stock in excess of ten million dollars. This corporation is a consolidation of some of the largest beet-sugar manufacturing plants in the state, owned by some of Michigan's strongest financial men, and Mr. Warren was the legal adviser in the organization and having been financially interested in one of the early companies, was elected the first president of the new corporation. He is interested in other local industrial corporations.

Though a staunch advocate of the principles and policies for which the Republican party stands sponsor, Mr. Warren has never sought political preferment. He was chosen one of Michigan's delegates-at-large to the Republican national convention of 1908, which nominated Hon. William H. Taft for the presidency. He is a member of the Detroit Club, the Country Club of Detroit, the Yondotega Club, the University Club of New York city, the East Saginaw Club of Saginaw, the Huron Mountain Club, the Caledon Mountain Club, of Canada, and of various other social bodies in Detroit. He is also a valued member of the Detroit Board of Commerce. He was vice-president of the company which built the Outer Belt Line in Detroit, being associated in this enterprise with the late Joseph H. Berry and Colonel Hecker. He is vice-chairman of the alumni committee of the University of Michigan, which has charge of the erection of the beautiful memorial building on the University campus.

On the 2d day of December, 1902, was solemnized the marriage of Mr. Warren to Miss Helen Wetmore, a daughter of Charles Wetmore, of Detroit, and a niece of Senator James McMillan. They have three sons,—Wetmore Warren, Charles B. Warren, Jr., and Robert Warren.

THOMAS E. CLARK.

In no field of industrial enterprise has there been so marvelous development and progress within the past two decades as in that of applied electricity, and among those who have contributed in no insignificant way to this advancement is numbered the subject of this sketch, who has long been identified with practical and scientific electrical work, and who has invented and brought out a large number of important devices and improvements connected with the electric-lighting, storage battery and street-railway motor work. His research work and the inventions and patents he has brought out in the wireless telegraph and telephone field have won for him international reputation. He is at the present time president and general manager of the Clark Electrical Engineering Company and vice-president and directing engineer of the Clark Wireless Telegraph & Telephone Company,—two of the important industrial concerns which are contributing to the prestige of the "Greater Detroit."

Mr. Clark was born in Tecumseh, Essex county, province of Ontario, Canada, on the 10th of May, 1869, and is a son of Thomas and Mary (Mero) Clark, the former of whom was born in Detroit, of English parents, and the latter of whom was a daughter of Charles Mero, who was an honored early French settler and pioneer of Essex county, Ontario, where he was a prosperous farmer and influential citizen. Thomas Clark was for thirty-eight years in the employ of the Grand Trunk Railway Company, having been roadmaster on the Great Western division of the system during the major portion of this long period. He and his wife are now living in Detroit, Michigan.

Thomas E. Clark, the immediate subject of this review, is indebted to the public schools of Essex county for his early educational training, and as a youth he learned the art of telegraphy in the Tecumseh & Belle River office of the Grand Trunk Railway. In 1884, when but fifteen years of age, he worked in the position of night operator at several points on the Grand Trunk Railway, and in the autumn of the same year he took up a position in the employ of the Detroit Electrical Works, his object being to acquire a practical knowledge of the manufacturing of electrical instruments and appliances. In the spring of 1885, he went to the "Soo," Michigan, where he became connected with the managers of the Western Union Telegraph and assisted in the management of the Bell telephone exchange. He remained there for a period of five years. During the year 1888 he assisted in the electrical installation of the local plant of the Edison Electric Light Company. In 1889 Mr. Clark returned to Detroit, where he entered the employ of the Detroit Light & Power Company, being identified with the equipment department until the autumn of 1892, when he accepted a position as electrical engineer in the electric-launch department of the General Electric Company, for which he appeared as electrical engineer in charge of this department in the exhibit at the World's Columbian Exposition, Chicago, in the following year, having in his charge the largest collection of storage-battery boats ever assembled together up to that time. Mr. Clark followed up the electric-launch work with the Electric Launch Company. After the world's fair was over at Chicago, in 1893, he went to Tampa Bay, Florida, and installed a large electric power plant and eight electric launches in connection with the Tampa Bay hotel, in 1894, also installing the General Electric Company's first charging stations and successful electric launches operated on the Erie canal at Schenectady, New York, placing charging stations and electric-lighting installations (1894) at Haverhill, Massachusetts; Cleveland, Ohio; Milwaukee, Wisconsin; Du-

luth, Minnesota; Rockford, Illinois, and Pueblo, Colorado. In September, 1894, he severed his connection with the General Electric Company at Schenectady and took up electrical engineering and superintending of construction for the Buffalo Electric Company, at Buffalo, New York, remaining at Buffalo until September, 1897. During his stay at Buffalo Mr. Clark had charge of some of the largest electrical isolated-plant installations in that city, as well as the complete electrical work in some of the largest and most noted residences on Delaware avenue. In September, 1897, he again took up his residence in Detroit, in connection with the Clark Electric Company, at 176 Jefferson avenue, where he devoted himself to developing a number of electrical patents and devices. In April, 1898, he severed his connection with the Clark Electric Company and took up special electrical-engineering work in the employ of the General Electric Launch Company, of Morris Heights, New York city. During the year 1898 he made some of the largest installations of electric-launch equipments that had ever been attempted up to that time, installing at Windsor, Connecticut; Mamaroneck, Long Island, and charging stations and electric-launch installations at points on Long Island Sound. Mr. Clark was the first to make successful installations of electric launches on Lakes George and Champlain, as well as on Upper Saranac lake, in the Adirondack mountains, devoting the whole year to the installation of charging stations and electric launches for some of the wealthy, large-island owners in these vicinities.

While employed in this work Mr. Clark took up the study and investigation of high-frequency and high-tension alternating currents, instituting many experiments along the line of wireless telegraph, or electrical-wave telegraph as it was then called. Mr. Clark was the first to show in New York city a small apparatus of this kind, in a lecture and talk given to the Electrical Society in New York city. In December, 1898, Mr. Clark again took up his residence in Detroit and engaged in busi-

ness for himself, opening an establishment at 166 Randolph street, under the title of the Electric Service & Appliance Company, and here carried on the manufacture of electrical devices, besides doing general electrical engineering and contract work. During the fall of 1899 and the spring of 1900 Mr. Clark brought out one of the first automobiles or electrical vehicles that ever operated successfully on the streets of Detroit,—the storage batteries, controllers and motors being all of his own design and manufactured by himself. He tried to induce a number of the prominent men of the city to take up the automobile work but none of them at that time could see any future for the automobile business. In fact some of the men who have entered the field and made a success were approached at that time and predicted that the automobile would be of no commercial value. As the automobile business developed in 1901, during that year and in the year 1902 Mr. Clark had the largest automobile garage in the city, in connection with his shop at 166 Randolph street, and took care of many of the first electric vehicles that were brought to the city, installing and manufacturing the charging apparatus and other equipments for such vehicles as were placed with customers here, besides having the care of these vehicles. While connected with the Electric Service & Appliance Company Mr. Clark made many large installations of isolated electric-light plants, installing all motors and generators as well as telephone systems, numbering among his customers some of the largest firms in Detroit and vicinity.

In October, 1903, he disposed of the Electric Service & Appliance Company's business. During this period, i. e., from 1898 to 1901, Mr. Clark was continually engaged in experimenting with and developing the wireless telegraph, and in the spring of 1901 he began the manufacture of instruments for wireless telegraph and telephone service, the same being principally for the use of universities, colleges and technical schools, and he was the first to

manufacture such instruments for educational purposes. At the present time six hundred sets of his instruments are in use in educational institutions of various grades. In 1903 he sold apparatus of this order, as models, to the Japanese government, and in the year 1904 he had a conference at Washington with Chief Signal Officer, General Greely, head of the United States signal corps, war department, through whose influence his instruments were secured for the use of the signal corps,—twelve complete sets being purchased immediately by the war department and installed on the forts and harbors surrounding New York; one of the principle installations was at Fort Hancock, at Sandy Hook, New York. Later the United States navy purchased a number of the Clark wireless-telegraph equipments for use in Cuba and on the Pacific coast and on battle ships.

The Clark Electric Engineering Company was organized and incorporated in 1903, with a capital stock of twenty thousand dollars, and of the same Mr. Clark has been president and manager from the start. In February, 1907, the Clark Wireless Telegraph & Telephone Company was incorporated under the laws of Arizona, with a capital of two and one-half million dollars, and this is the largest concern of the sort in the west. The officers of the company are here noted: Ruluff R. Sterling, president; Thomas E. Clark, vice-president and directing engineer; N. A. Hawkins, secretary; and E. E. Collins, treasurer. These officers likewise constitute the board of directors. More specific mention is made of this company on other pages of this work. The Clark Electric Engineering Company manufactures electric specialties. This enterprise has become a large and substantial one.

Mr. Clark is an associate member of the American Institute of Electrical Engineers and the National Electrical Contractors' Association. He is a young man of marked energy and business discrimination and his achievements in the domain of electrical science and especially in the wireless telegraph and

telephone field, have won for him an international reputation, as his work accomplished in 1908 on the wireless telephone is rapidly being recognized throughout the world of electrical science. This is especially creditable to him in view of the fact that his knowledge and advancement have been the diametrical results of his own efforts. As an inventor he has a high reputation and is recognized as an authority in all branches of practical electrical work.

In politics Mr. Clark gives his allegiance to the Republican party, and he is prominently identified with the Masonic fraternity, in which he has attained to the thirty-second degree of the Ancient Accepted Scottish Rite. His Masonic affiliations are here briefly noted: Detroit Lodge, No. 2, Free & Accepted Masons; Monroe Chapter, No. 1, Royal Arch Masons; Damascus Commandery, No. 42, Knights Templars; Michigan Sovereign Consistory, Ancient Accepted Scottish Rite; and Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine.

In June, 1894, Mr. Clark was united in marriage to Miss Agnes J. Laing, daughter of James M. Laing, a man prominent in the lumbering interests of Bay City, Michigan, and the two children of this union are James H. and Thomas L.

FRANK L. BROMLEY.

The entire business career of Mr. Bromley has been in connection with industrial concerns of his native city, and the best voucher for his ability, integrity and progressiveness is that offered in the prestige he has attained as one of the representative business men of the younger generation in the Michigan metropolis. He is president and general manager of the Detroit Stoker & Foundry Company, and the Michigan Motor Castings Company, which company has its offices in Detroit with foundry located at Flint, Michigan. Description of these companies is given on other pages of this work.

Mr. Bromley was born in Detroit, on the 1st of January, 1866, being thus a welcome

New Year's guest in the family circle of his parents, William and Caroline F. (Latham) Bromley, both of whom were born and reared in the state of Rhode Island, where the respective families were early founded and whence the father of the subject of this sketch came to Detroit in the '50s, here establishing himself in the retail furniture business, in which he continued for many years. He is now living retired in Detroit and holds a secure place in the esteem of the community with whose civic and business interests he has been so long and prominently identified. His cherished and devoted wife died in December, 1900. Her ancestors were among the first settlers of Rhode Island, and she was a direct descendant of Roger Williams, whose name is so conspicuously linked with the history of that smallest of the commonwealths of the American Union.

Frank L. Bromley is indebted to the public schools of Detroit for his early educational discipline, which was supplemented by an effective course in the Detroit Business University. In 1884, at the age of eighteen years, he entered the employ of the Michigan Stove Company, starting in a minor capacity and winning promotion in turn to the positions of receiving clerk, paymaster, statistical clerk, traveling representative and sales manager, to which last office he was advanced in 1900. In 1902 he resigned this position to assume the management of the Detroit Foundry and Manufacturing Company, afterwards changed to the Detroit Stoker & Foundry Company, which organization he had effected in the preceding year and of which he had been elected president at the time of incorporation. Since that time he has continued the executive head of the company and has so directed its policy and practical workings as to gain to the enterprise a large and substantial business, which is constantly expanding in scope and importance.

Mr. Bromley is a Republican in his political proclivities, is a member of the Detroit Board of Commerce and the Detroit Boat Club, and

is affiliated with Ashlar Lodge, No. 91, Free & Accepted Masons, and Peninsular Chapter, No. 16, Royal Arch Masons. Mr. Bromley holds membership in the Woodward Avenue Baptist church.

On the 2nd of May, 1900, Mr. Bromley was united in marriage to Miss Kate A. Thompson, daughter of J. Wilfred Thompson, who is vice-president of the Detroit Stoker & Foundry Company, Michigan state agent for the Travelers' Life Insurance Company, of Hartford, Connecticut, and otherwise a figure of prominence in Detroit business circles. Mr. and Mrs. Bromley have three children,—Frances, aged seven years; Katherine, aged four years; and Walter, aged two years (1908).

JAMES W. AILES.

Standing as the executive head of one of the pioneer picture-frame manufactories of the west, Mr. Ailes is one of the representative business men of Detroit, being president of the corporation of C. D. Widman & Company, of which specific mention is made in another department of this publication.

Mr. Ailes was born in Alliance, Stark county, Ohio, on the 22d of April, 1858, and is a son of Amos Ailes, who was a native of Washington county, Pennsylvania, and a descendant of Stephen Ailes, a French Huguenot who settled in Chester, Pennsylvania, in the pioneer epoch of that commonwealth, as did also two of his brothers. Amos Ailes was reared and educated in the old Keystone state and became an expert mechanic. For forty years he was foreman in the car shops of the Pittsburg, Fort Wayne & Chicago Railroad at Alliance, Ohio, where he continued to reside until his death, which occurred in 1895. His wife, whose maiden name was Mary Ann Allman, was born in the state of Pennsylvania and is now residing at Alliance, Ohio.

The subject of this sketch is indebted to the public schools of his native city for his early educational discipline, and he has the distinction of having been a member of the first class

to be graduated in the Alliance high school,—that of 1874. He thereafter continued his studies in Mount Union College, in Alliance, but in 1875 he initiated his business career by taking charge of a department in the establishment of W. R. Reid & Company, of Cleveland, dealers in photographic materials and supplies. In 1876 he became a traveling representative for Teal & Sargent, of Cleveland, who were engaged in the same line of enterprise, and in the following year he took up his residence in Detroit, where he has maintained his home for more than thirty years. Here he became a salesman for C. D. Widman & Company, with which concern he has since been continuously identified. In 1882 he was admitted to partnership in the business and upon the incorporation of the company, under the same title, in 1884, he became vice-president of the same. Of this office he continued incumbent until the retirement of J. C. Widman, in 1900, when he succeeded the latter in the presidency of the company, a position which he has since retained. To his well directed efforts and progressive administrative policy has been largely due the continued success of the extensive business now controlled by the company, and as a citizen he has ever been loyal and public-spirited. For nearly a third of a century Mr. Ailes was a traveling salesman, and in this field he gained a high reputation and through his contact in a direct way with the customers of his own house he greatly advanced the prestige of the same. He is a member of the Detroit Board of Commerce, the Michigan Knights of the Grip, the Toledo Traveling Men's Association, the United Commercial Travelers, and the Masonic fraternity. In politics Mr. Ailes is aligned as a staunch supporter of the cause of the Republican party, and he and his wife hold membership in the Martha Holmes Memorial Methodist Episcopal church, on whose official board he has served for a number of years past. His loyalty to his native state is signified by his membership in the Ohio Society of Detroit.

In 1879 was solemnized the marriage of Mr. Ailes to Miss Frances H. Bradley, daughter of George Bradley, a representative merchant of Brampton, Ontario, Canada, and they have one son, Edgar R., sales manager of the Hugh Wallace Company, of Detroit.

ROBERT HUBBERT.

Numbered among the sterling pioneer citizens of Detroit, where he has maintained his home for more than sixty years, is Robert Hubbert, who has witnessed the development of the beautiful "City of the Straits" from the status of a somewhat obscure western town to its present position as one of the important industrial and commercial centers of the country. To both the civic and material progress of the city he has contributed his quota and now, in the quiet retirement of his attractive home, he may look back with satisfaction upon a career marked by well directed endeavor and successful enterprise.

Mr. Hubbert was born at Marcham-le-fen, Lincolnshire, England, on the 12th of February, 1825, being the third son of Thomas and Sarah (Roberts) Hubbert, both of whom were natives of that same county, where the respective families had been established for several generations and where representatives are to be found in the present day. The father followed the vocation of linen draper in England, and was engaged in this line of mercantile enterprise in his native land until his immigration to America. His father had likewise been engaged in the same line of business.

On the 5th of November, 1845, Thomas Hubbert, in company with his wife and their five children, set sail for America; arriving in New York in due course of time and coming thence to Detroit, where the new family home was established within the same month that marked the departure from England. The honored father was not long spared to his family, since his death occurred on the 8th of February, 1846, at which time he was fifty-two years of age. His wife survived him by

a number of years, her death occurring in 1871. Of the five children our subject is the only one now living.

Robert Hubbert had been afforded but little of the advantages of the schools of his native land, but he had gained considerable business experience prior to the removal of the family to America, at which time he was twenty years of age. Soon after the arrival in Detroit he secured employment on a farm now within the city limits, and later he assumed the position of fireman on the old-time steamboat "Nile," with whose operations he was identified for two years. With the money which he had saved from his meager wages he purchased a drove of sheep, from the sale of which he realized his first one hundred dollars. With this capital he opened a meat market, having a stall in the old Central Market, which remained one of the landmarks of Detroit for so many years, and later he opened a market at the corner of Abbott street and Michigan avenue, where in the course of time he built up a most successful enterprise, developing both wholesale and retail departments in his business. He continued operations at that location until about 1862, and in this way was laid the foundation of his success as an independent business man. Within the intervening years he made judicious investments of his surplus fund, by buying improved business property and other kinds of realty in the city. In the early '70s his health became so impaired as to cause him to retire permanently from active business, but he continued his real-estate operations, through which he gained a competency. His first purchase of what was then termed suburban real estate was a portion of the Peter Denoyer farm, on Woodward avenue, for which he paid at the rate of sixty-five dollars an acre. Later he effected the purchase of ten acres from the widow Cole, now in one of the most beautiful sections of the city, and upon a portion of the tract which he thus secured is located the residence property of the late Governor Hazen S. Pingree. The property is now valued at over two hun-

dred dollars a front foot. About 1872 he purchased property at the intersection of Second avenue and Joy streets, a locality then considered "far out." Here he built several fine dwelling houses, including his own, and here he has since continued to reside, having thus been one of those primarily instrumental in initiating the development of that beautiful section of the city.

In politics Mr. Hubbert was originally an old-line Whig, and he united with the Republican party at the time of its organization, having since continued a staunch advocate of its principles. He has never been active in political affairs, and in local matters has not been dominated by strict partisan lines, preferring to exercise his franchise in support of men and measures meeting the approval of his judgment. He has never sought or held public office, but in a quiet way has done all in his power for the promotion of temperance, morality and good citizenship. For more than half a century he has been a member of the Methodist Episcopal church, which represents the faith of his ancestors, as both his father and paternal grandfather were local preachers of this denomination.

In 1853 was solemnized the marriage of Mr. Hubbert to Miss Mary P. Simonson, of Royal Oak, Oakland county, Michigan. She was born in the Catskill mountains of New York, March 15, 1831, being a daughter of Garret Simonson. She died in Detroit, September 22, 1900, and thus came the great loss and bereavement of the life of her husband, to whom she had been a true companion and helpmeet. Of the seven children of this union only two are now living.—William Robert, of Detroit, and Charles S., of Rockford, Illinois. William R. Hubbert was graduated in the Michigan Agricultural College in 1881, with the degree of Bachelor of Science, and in 1885 he was graduated in the Detroit Medical College, with the degree of Doctor of Medicine. After some years of general practice in his home city he turned his attention more particularly to the science of bacteriology, serv-

ing as director in biological laboratories for several years. For the past ten years he has been engaged in the manufacture of anti-toxin in Detroit. In 1885 he was united in marriage to Miss Emmeline E. Pilgrim. They have had two children; a daughter, Emmeline E., who died in 1892, when about six years of age; and a son, Robert Hubbert, second, who is eighteen years of age and who is a student in the high school.

JAMES D. HAWKS.

For nearly two score of years has Mr. Hawks been identified with railway service, and his advancement has been consecutive and well merited, being the diametrical result of his ability as a civil engineer and as an executive and administrative officer. He is now president and general manager of the Detroit & Mackinac Railway Company, with residence and official headquarters in the city of Detroit.

Mr. Hawks claims the old Empire state of the Union as the place of his nativity, having been born in the city of Buffalo, New York, on the 13th of October, 1847. He is a son of Thomas S. and Hester A. (Layton) Hawks, both of whom were likewise born and reared in the state of New York, and both of whom came from staunch Puritan stock, the founders of the respective families having come to America on the first voyage of the historic "Mayflower." In this connection it is worthy of note that the subject of this review was one of the founders of the Michigan organization of the Mayflower Society, and that he served several years as its governor. The name which he bears has been long and prominently identified with the annals of New England, where was cradled so much of our national history, and later representatives of the name became identified with the upbuilding of New York and other states of the Union, as the march of progress extended to the west. Thomas S. Hawks was for forty years engaged in the book and stationery business in Buffalo, and was one of the city's honored citizens and business men.

James Dudley Hawks, the subject of this sketch, was afforded the advantages of the excellent public schools of his native city, and later was matriculated in the engineering department of the University of Michigan, where he continued his technical studies until he took a position in the engineering department of the Lake Shore & Michigan Southern Railway. He fully qualified himself for the practical work of a civil engineer, and in connection with his profession has held many positions of responsible order. In this brief article it will be sufficient to designate in consecutive line the various positions of which he has been incumbent. He entered the railway service on the 1st of February, 1870, and soon became assistant engineer of the Buffalo division of the Lake Shore & Michigan Southern Railway; from 1875 to 1878 he was assistant engineer of the Erie division of the same system; from 1878 to September 1, 1881, he was assistant engineer of the Lake Shore division, same road; he then became superintendent of construction of the New York, West Shore & Buffalo Railroad, holding this office until July 1, 1883, and thereafter he served until April of the following year as engineer of maintenance of way for the same road; from April, 1884, to October, 1892, he was chief engineer of the Michigan Central Railroad; from the latter date until October of the following year he was manager of the Detroit Citizens' Street Railway; from November, 1893, until February 1, 1895, he was manager of the Detroit, Bay City & Alpena Railroad; from February 1, 1895, until November, 1896, he was vice-president and general manager of the Detroit & Mackinac Railway, and since November, 1896, he has been president of this company, as well as general manager. He has handled the affairs of the road with marked discrimination and ability and is one of the well known and popular railroad officials residing in Michigan. With Mr. S. F. Angus, Mr. Hawks built the electric railway from Detroit to Ann Arbor and afterwards to Jackson. He was president of the



J D Hawks

company until the sale of the road to the Detroit United Railway, in February, 1907. He also owned and operated the Lansing City Railway, and was president of the Grand Rapids, Grand Haven & Muskegon Electric Railway during construction and for several years afterwards. Mr. Hawks has maintained his home in Detroit since 1884 and has valuable real-estate interests here and elsewhere. He is a member of the American Society of Civil Engineers and of the Institution of Civil Engineers of Great Britain, standing high in his profession. His political allegiance is given to the Republican party and he is affiliated with the Masonic fraternity, besides various social organizations of representative character.

October 7, 1875, Mr. Hawks was united in marriage to Miss Caroline A. Cooke, of Buffalo, New York, and they have two sons and two daughters, whose names, in order of birth, are as follows: Alice Cooke Hawks (Mrs. H. S. Waterman), Edward Allerton Hawks, James Russell Hawks, and Marion Fitch Hawks.

WILLIAM M. KLEIN.

Among the well known and popular citizens of Detroit is the subject of this review, who has long been identified with railroad interests and who is now incumbent of the office of city ticket agent of the Michigan Central Railroad Company and the Lake Shore & Michigan Southern Railroad. He entered the service of the Michigan Central Railroad when a boy of thirteen years and has remained in its employ continuously since that time.

In the old family homestead erected by his father at 77 Adams avenue east, where he still resides, Mr. Klein was born, the date of his nativity having been February 22, 1851. He is a son of Karl A. and Mary E. (Ulrich) Klein, both of whom were born and reared in the kingdom of Bavaria, Germany, and the marriage of whom was solemnized in their native country. Karl Klein immigrated to America in 1844, because he believed that in

the United States were to be had better opportunities for attaining independence and success through personal effort. Soon after his arrival he took up his residence in Detroit and here he passed the remainder of his life, being held in unqualified esteem by all who knew him. He was a cap and glove maker by trade and as such was long employed by Frederick Buhl & Company. He became the owner of valuable realty in Detroit and was known as a loyal citizen and as a man of impregnable integrity in all the relations of life. He was independent in politics and both he and his wife held membership in the German Evangelical church. Mr. Klein died in 1855 and is survived by his widow and three sons,—Charles A. Klein, a retail hardware dealer of Detroit; Wm. M. Klein, the subject of this review; and Edward H. Klein, of Kansas City, Missouri.

William M. Klein, the immediate subject of this sketch, is indebted to the public schools of Detroit for his early educational discipline, which has been effectively supplemented by extensive reading and by the valuable experience gained through association with men and affairs. In 1864, at the age of thirteen years, he secured a position as messenger in the car department of the Michigan Central Railroad, and through his energy and fidelity he gained successive promotions in connection with the general operating department of the road. In 1878 he was promoted to the position of assistant to Charles A. Warren, city passenger agent of the Michigan Central and Lake Shore & Michigan Southern Railroads in Detroit, and he was the able and valued coadjutor of Mr. Warren until the latter resigned to assume the position of cashier of the Dime Savings Bank, in 1890, after which he held a similar position under the late Captain James Rhines, until 1904, when he gained a well earned promotion, in being himself chosen to fill the office of which he has since remained incumbent,—that of city passenger and ticket agent. His long service has secured to him a very wide acquaintanceship with the traveling

public and with the citizens of Detroit in general, and his unvarying courtesy has won for him unqualified popularity. His knowledge of transportation matters is extensive and intimate, and he is one of the valued local officials of the fine old railway system with which he has so long been identified.

In politics Mr. Klein maintains an independent attitude, and while he has ever shown a loyal interest in all that concerns the welfare of his home city and state, he has never manifested aught of desire for public office or to enter the field of practical politics. He is affiliated with Kilwinning Lodge, No. 297, Free & Accepted Masons; Peninsular Chapter, Royal Arch Masons; Monroe Council, Royal & Select Masters; Detroit Commandery, No. 1, Knights Templars; and Moslem Temple of the Ancient Arabic Order of the Nobles of the Mystic Shrine, besides being a member of Star Council, Royal Arcanum, and Detroit Court, Independent Order of Foresters.

On the 7th of June, 1881, was solemnized the marriage of Mr. Klein to Miss Julia C. Rouff, daughter of Henry Rouff, who was for many years in the employ of R. H. Fyfe & Company, the well known shoe dealers of Detroit, and who is now living retired in this city. Mr. and Mrs. Klein have two sons,—William H., who is manager of the repair department of the Olds automobile works, in the city of Lansing, and who is prominent in connection with the automobile industry; and Warren C., who is at present engaged in manufacturing business in Detroit, being identified with the Detroit Regalia Company and acting in the capacity of its secretary.

ALVAH F. MOORE.

Elsewhere in this publication is given a résumé of the upbuilding of one of the beneficent concerns of the state, the Michigan Mutual Life Insurance Company, and by reason of the appearance of the article in question it will be unnecessary to enter here into further details concerning the company, of which Mr. Moore is secretary, being an executive whose efforts

have been prolific in furthering the progress of the institution.

Mr. Moore is a native of the state of Ohio, having been born at Buckeye Cottage, Perry county, June 10, 1860. He is a son of George W. and Harriet (Richards) Moore, both of whom were born in the state of Ohio. The father's principal vocation in life was that of farming and merchandising and he also filled various county offices. He died in 1871, and his wife is still living. The subject of this review secured his preliminary education in the public schools of his native commonwealth, after which he continued his studies in Madison Academy, at Mount Perry, Ohio. He soon put his scholastic attainments to practical test by engaging in teaching school, to which he devoted his attention for some time. Later he became identified with the newspaper business, finally becoming editor and publisher of the Independent, at New Lexington, Ohio. He retired from the journalistic field after about two years and thereafter was engaged in business in Chicago, Illinois, until 1892, when he came to Detroit and assumed a position as clerk in the investment department of the Michigan Mutual Life Insurance Company, with which he has since been connected. Two years later he was made manager of the department to which he was first assigned, and since 1901 he has held his present responsible position as secretary of the company. He is well known in the insurance field in this and other states and is an able and popular executive. He is a Republican in politics, but never sought or held public office.

In 1881 Mr. Moore married Miss Sack Martineau, of Roseville, Ohio. They have no children.

HERBERT W. NOBLE.

The subject of this brief sketch is one of the able and popular business men of the younger generation in Detroit and is the executive head of the well known firm of W. H. Noble & Company, dealers in stocks and bonds,—a concern of which adequate description is made

on other pages of this work. He has gained precedence in the handling of high-grade securities and is one of the staunch fiscal agents engaged in business in his native city.

Mr. Noble was born in Detroit, on the 8th of February, 1867, and is a son of Garra B. and Eliza (Crosman) Noble, the former of whom was born in New York state and the latter in Scio, Washtenaw county, Michigan, where her parents took up their residence in the early pioneer days. Garra B. Noble was reared and educated in his native state, and in 1840 he came to Michigan and took up his residence in Dexter, Washtenaw county, where he engaged in the general merchandise business and also became the first postmaster of the little pioneer village. In 1856 he removed to Detroit and soon afterward became associated with the old Ward line of lake boats. He was later, and for many years, financial manager of the firm of K. C. Barker & Company, long recognized as one of the most important in the middle west. He did much to further the upbuilding of the enterprise, with which he continued to be actively identified until the firm was succeeded by the American Eagle Tobacco Company, after which he lived practically retired until his death, which occurred in Detroit, in 1897, at which time he was eighty-one years of age. He was a man of exalted integrity and great business acumen, was broad-minded and public-spirited and ever commanded the confidence and esteem of the people of the community in which he so long maintained his home and with whose business and civic interests he was so prominently identified. His wife was summoned to the life eternal in 1892 and they are survived by two sons,—Herbert W., who is the immediate subject of this sketch; and Charles C., D. D. S., who is engaged in the practice of his profession in Los Angeles, California. Garra B. Noble was especially conspicuous in the time-honored Masonic fraternity, and he was grand master of the grand lodge of Michigan in 1865, commander of Detroit Commandery, Knights Templar, in 1867, and grand re-

corder of the grand council of Royal & Select Masters in 1868. The beautiful jeweled insignia presented to him by the Masonic bodies are now in the possession of the subject of this review. It should be stated that the Noble family was founded in America in the early colonial era, the original progenitor having been Thomas Noble, who immigrated from England and located in Boston, Massachusetts, in 1640. Cyrenus Noble, grandfather of him whose name introduces this article, was born in Weathersfield, Connecticut, in which state he was reared to maturity. He eventually removed to Unadilla, New York, where he passed the residue of his life, having been one of the honored and influential citizens of his county. He married Hannah Weston, daughter of Benjamin Weston, of Connecticut, who was one of the first to tender his services when the colonies took up arms against England. Benjamin Weston became a member of a Connecticut regiment and took part in the battle of Lexington and many other engagements. He was promoted to the office of ensign, but resigned this position to enter the navy, in which he continued to serve until the close of the war.

Herbert W. Noble attended the public schools of Detroit until he had attained to the age of sixteen years, when, in 1883, he became a clerk in the offices of Conely, Maybury & Lucking. He finally became bookkeeper for the firm and also had charge of the collection department, proving an able and popular employe. In 1887 he assumed a clerical position in the Third National Bank, in which he was promoted to the office of paying teller in 1893. In the following year he gained distinctive preferment in being elected assistant manager of the Detroit clearing house, under Clement M. Davison, and in 1896 he became manager of this important financial institution,—a position which he has since retained and one in which his services have gained the unequivocal commendation of all the banking houses represented in the clearing-house association. Of his successful operations as head of the firm

of H. W. Noble & Company sufficient record is given in the specific article devoted to the firm. He is a member of the American Bankers' Association, as well as those of Michigan and Pennsylvania, is identified with the Detroit Board of Commerce and holds membership in the Detroit Club, Bankers' Club, Detroit Boat Club, Detroit Golf Club and Detroit Automobile Club. His political allegiance is given to the Republican party and he and his wife are communicants of St. Paul's church, Protestant Episcopal.

On the 22d of April, 1891, was solemnized the marriage of Mr. Noble to Miss Gertrude Delbridge, daughter of James B. Delbridge, a member of the firm of Delbridge, Brooks & Fisher, leading lumber manufacturers and dealers of Detroit. Mr. and Mrs. Noble have two children,—Sheldon R., who was born in 1892, and Irene, who was born in 1896.

HENRY W. WALKER.

The corporation designated as Walker & Company is a Detroit institution which exercises most important functions in the field of publicity and general out-door advertising, and a description of the same is given on other pages of this work, so that a further review is not here demanded. Mr. Walker has been the dominating force in the upbuilding of the business and is president and general manager of the company, while he has long been known as one of Detroit's representative business men and loyal and progressive citizens. He rendered gallant service in defense of the Union during the civil war and after the close of that great internecine conflict he continued in service as a member of the United States army for a period of seven years.

Henry William Walker was born at Westfield, Chautauqua county, New York, on the 5th of April, 1835, being a son of John R. and Emily (Dickerson) Walker, the former of whom was born in Chautauqua county, New York, and the latter in Stillwater, Saratoga county, that state. The mother was a daughter

of Daniel Dickerson, the maiden name of whose wife was Seymour, and she was a first cousin of Hon. Horatio Seymour, one of the early governors of the old Empire state. John R. Walker was a machinist by trade and became a prominent and influential business man in Chautauqua county, New York, where he owned and operated flour, plaster and saw mills and where he was also engaged in the general merchandise business for a number of years. He was a son of John Walker, who was one of the sterling pioneers of New York, having been one of the first three settlers to take up land in the section lying between the city of Buffalo, that state, and Erie, Pennsylvania. His landed estate, which he developed from the wilderness, was located about forty-five miles to the west of Buffalo. John Walker was a native of Rhode Island and was a valiant soldier in the war of 1812. The founder of the Walker family in America came from Scotland with Roger Williams and settled in Rhode Island, having been a personal friend of that historic figure in the history of the most diminutive state in the Union.

Henry W. Walker, the immediate subject of this review, had such educational advantages as were afforded in the common schools of his native village of Westfield, and while still a boy he began to assist his father in his various business operations. In 1851, when sixteen years of age, he came to Michigan and first located in Detroit, where he found employment at gardening, this work being taken up in order that he might recuperate his health, which had become much impaired. In the following year he entered upon an apprenticeship at the trade of machinist, but shortly afterward he found somewhat profitable requisition for his services in selling mill-machinery, in which connection he covered territory extending between Detroit and Galena, Illinois. In 1858 he engaged in the lumbering business in Shiawassee county, Michigan, and with this line of industry, then and for many years thereafter one of the most important in the state, he continued to be concerned until the

integrity of the Union was thrown into jeopardy through armed rebellion. He was among the first to respond to President Lincoln's call for volunteers. In June, 1861, he enlisted in Company H, Second Michigan Volunteer Cavalry, as a private, and his command was assigned to the Army of the Cumberland, with which command he saw much arduous service. The history of his gallant regiment offers the essential record of his career as a soldier during the war. In the early part of the year 1862 Mr. Walker was promoted to the rank of corporal and in the following year he became regimental quartermaster's sergeant, being detailed as master of transportation under General Edward McCook, who was then maneuvering his forces in the Army of Cumberland. In June, 1864, Mr. Walker was transferred by General McCook to the Sixth United States Cavalry, with which he served, on the frontier, until June 11, 1872, when he received his honorable discharge, at Camp Supply, Indian Territory. From the close of the war until his final discharge he was on detail duty in the transportation service, in which capacity he rendered most effective work for his division. He saw much Indian service and was for varying intervals in the commands of Generals Canby and Miles. Mr. Walker perpetuates the more gracious memories of his long military career by retaining membership in Fairbanks Post, Grand Army of the Republic, and he has a secure place in the esteem of his old comrades in arms, whose ranks are being rapidly thinned by the one invincible foe.

Upon his retirement from the army Mr. Walker returned to Michigan and located in Detroit, where he was for a time employed by his uncle, William Walker, the virtual founder of the fine business enterprise of which the subject of this sketch is now the head. He later became concerned in lumbering operations in Lapeer county, and there continued until his mill, at Fish Lake, was destroyed by fire, in 1883. His active career in connection with his present line of business in Detroit dates from the year 1883, and for the details

concerning the business of Walker & Company reference should be made to the article descriptive of the same, on other pages of this volume. Suffice it to say at this juncture that Mr. Walker has developed the enterprise into one of the most important of the sort in the Union.

Though never ambitious for public office, Mr. Walker has ever been signally true to the duties of citizenship. He is a valued member of the Detroit Lodge, No. 34, Benevolent & Protective Order of Elks, while much of his social interest centers in his post of the Grand Army.

In March, 1875, was solemnized the marriage of Mr. Walker to Miss Eva Bassett, daughter of Rev. Philo Bassett, who was a clergyman of the Baptist church, at that time a resident of Ovid, Clinton county, Michigan. The great loss and bereavement of Mr. Walker's life came on the 28th of July, 1900, when his cherished and devoted wife was summoned to the life eternal. She is survived by one son, Harry C., who is secretary and treasurer of Walker & Company and who is individually mentioned in this publication.

FRED S. OSBORNE.

In connection with the promotion of capitalistic enterprises of broad scope and importance Mr. Osborne has been a potential factor, and he is now one of the leading stock brokers of Michigan, being the head and front of the firm of Fred S. Osborne & Company, of Detroit, and being recognized as one of the most progressive and public-spirited citizens of the metropolis of the state.

Mr. Osborne claims as the place of his nativity the Badger state, since he was born at Bloomington, Grant county, Wisconsin, on the 13th of May, 1867. He is a son of Aaron S. Osborne, producer and owner of extensive interests in Wisconsin, where he was a pioneer settler. His wife, whose maiden name was Virtue Sealy, was a representative of an old and honored family of the same state.

Fred Sealy Osborne attended the public schools of his native town until he had attained to the age of fifteen years, and he then initiated a business career which has been one of most significant success and prominence. At the age noted he entered the employ of George K. Sistare's Sons, general stock brokers, becoming a clerk in the Detroit office of the firm and later being promoted to the position of cashier, of which office he remained incumbent until 1888, when he resigned to accept the management of the brokerage business of J. V. Campbell & Company, of Detroit. Of this firm, which controls a very large and important business, Mr. Osborne still remains one of the interested principals, and it is largely due to his able efforts that its prestige is so secure and admirable and that its operations have been so successful. In 1897 Mr. Osborne was one of those interested in the purchase of the Baltic copper mine, at Houghton, Michigan. He has otherwise been identified with many important transfers and developments in connection with mineral properties in the upper peninsula of Michigan. In March, 1905, Mr. Osborne established his individual stock-brokerage business, under the title of Fred S. Osborne & Company, and to this enterprise he has gained unmistakable priority, handling stocks and bonds of general order and controlling a very large business. He was a promoter of and is a stockholder in the Esperanza Cobalt Mines Company, organized in 1906, for the development of properties in Mexico and in Cobalt, Ontario, and incorporated with a capital stock of one million dollars. He is also interested in copper, silver and other mining properties,—in Mexico, Ontario, Michigan and western states. His offices, in the Penobscot building, are the most commodious and sumptuously furnished of all similar offices in the city. Mr. Osborne holds membership in the Chicago Board of Trade, as well as the Chicago Mining Exchange. For a considerable period his firm was the only one in Michigan represented by membership in the New York Stock Exchange. He is a

valued member of the Detroit Board of Commerce and is a member of each the Detroit Club and the Fellowcraft Club, besides being identified with the Masonic fraternity, in which he has attained to high degrees in the Ancient Accepted Scottish Rite. In politics he gives his allegiance to the Republican party.

On the 22d of September, 1892, Mr. Osborne was united in marriage to Miss Tessa A. Wight, daughter of Charles B. Wight, who was for many years a prominent hardware merchant of Holly, Michigan, and who died in Detroit in 1903.

ALEXANDER A. BOUTELL.

Manufacturer and man of affairs, president of the Detroit Graphite Company, of which he was the founder, and for the past thirty years prominently identified with the commercial activities of the city of Detroit, Alexander A. Boutell was born in Avoca, Steuben county, New York, on the 13th of January, 1840, and is a son of Samuel J. and Caroline (Billson) Boutell. Samuel Boutell, great-grandfather of Alexander A. Boutell, was a native of Massachusetts colony, served as a soldier in the Continental line in the war of the Revolution, and later was a hotelkeeper and farmer near Bennington, Vermont. He served as justice of the peace and was a member of the Vermont legislature for thirty-three years. Samuel Boutell, Jr., father of Alexander A. Boutell, was born near Bennington, Vermont, in 1801. In 1824 he married Caroline Billson, born near Albany, New York,, of Holland Dutch descent. In the latter years of the war of 1812 he was a minute man. Four children were born to Samuel, Jr., and Caroline (Billson) Boutell, namely: Henry S. Boutell; Hiram S. Boutell, of Ypsilanti, died in 1908; Alexander A. Boutell, subject of this sketch; and John A. Boutell, retired agriculturist of Howard, Elk county, Kansas.

Alexander A. Boutell received his early education in the schools of Monroe county, New York, and in 1853 removed with his parents

to Oakland county, Michigan, settling in Highland township. He completed his student life in the Milford Academy. On completion of his course in the academy he became a teacher, and during the winters of 1860-3, inclusive, was engaged in this occupation. In 1861 he enlisted in the First Michigan Lancers, but never saw service, being mustered out in 1862. In October, 1864, he was appointed clerk in the transportation division of the quartermaster's department of the Union army and assigned for duty in Nashville, Tennessee. On conclusion of the war he returned to Michigan, and resumed teaching in Milford, Oakland county. In 1866 he entered the Eastman National Business College, at Poughkeepsie, New York, graduating in the fall of that year. On completion of his course in the institution he was offered and accepted a position as one of the faculty, serving in the various departments of the college until 1867, when he resigned and returned to Michigan.

Mr. Boutell initiated his commercial career in the city of Detroit in 1867, accepting a position with the firm of I. Mowry & Company, manufacturers of tobacco. He was connected with this firm until 1874, first as manager of the sales department and in charge of correspondence, and upon the death of Mr. Mowry, as manager in closing out the business. In the latter year he became an interested principal in the banking firm of Bowen & McGowan, of Coldwater, Michigan, retiring in 1876 and returning to Detroit, where he entered the employ of Walker, McGraw & Company, tobacco manufacturers, and was given charge of the office. In 1878 the Globe Tobacco Company was incorporated, succeeding the firm of Walker, McGraw & Company, and Mr. Boutell was elected secretary of the Globe Tobacco Company, of Windsor, Canada, a subsidiary organization for handling the Canadian business of the Detroit corporation. His success in the management of this branch and the development of the territory in Canada resulted in his election by the board of directors of the Detroit company to the

office of secretary and treasurer and to his appointment as general manager. During his service with the company in these several capacities he succeeded in developing a business which was one of the most extensive in the country and the company's name and products were known throughout the United States and Canada. In 1888 Mr. Boutell became interested in the Baraga Graphite Company, owners of extensive graphite deposits in the upper peninsula of Michigan, and in order to protect his investments in this company he resigned from the Globe Tobacco Company, and took charge of the affairs of the former company, in which he was made secretary. In 1892 he organized the Detroit Graphite Company, of which he is the present executive head, and was elected its first treasurer. In the last mentioned year he was elected secretary of the Detroit Chamber of Commerce, an office in which he displayed his loyalty and progressiveness as a citizen and which he filled with credit to himself and the commercial interests of the city. In 1896 he resigned the latter office in order to effect a reorganization of the Detroit Graphite Company, of which he became general manager. To his initiation of new policies and inauguration of new methods of business operation the enterprise owes its present successful standing. In 1907 the demands of the business had so far outgrown its limited capitalization that a further reorganization was made and its capital increased to two hundred and fifty thousand dollars. Mr. Boutell was elected president and general manager and has since continued in these dual capacities.

Political office has never appealed to him although he never neglects his civic duties and obligations, and while not an active partisan he takes a keen interest in the questions of the day and in the policies of the Republican party, of which he has been a life-long member. Mr. Boutell is president of the Merchants' & Manufacturers' Club of Detroit, and is a member of the Old Club, at St. Clair Flats,

the Detroit Club, the Detroit Boat Club and the Wayne Club.

On the 20th of July, 1868, Mr. Boutell married Miss Harriett Jane Carpenter, daughter of the late Horace Carpenter, of Ypsilanti. Mrs. Boutell died in Detroit, in December, 1906. They were the parents of one daughter: Alice May Boutell, who is a graduate of the literary department of the University of Michigan, and who is a woman of broad education and refinement and of decided literary ability.

In his business career, covering a period of some thirty years, and in the management of the various interests with which he has been connected, Mr. Boutell has by his fairness and courtesy advanced the prestige of those interests, while through his foresight and industry he has constantly added to the value of the investment. He possesses initiative, constructive and executive talent of high order and his progressiveness and energy are in keeping.

WILLIAM W. HANNAN.

The interposition of the able, progressive and reliable real-estate dealer has greater influence than all other agencies in forwarding the material upbuilding and advancement of any city, and in this important field of operations no citizen of Detroit has to his credit greater accomplishment and prestige than Mr. Hannan, who is general manager and treasurer of the Detroit Realty Company, which company owns and controls the following apartment houses: The Pasadena, the Lenox, and the Madison. Mr. Hannan's chief business for twenty-five years has been exclusive real-estate business. He is distinctively one of Detroit's representative business men, and his standing in public confidence and esteem is of the most impressive order.

The old Empire state of the Union figures as the native heath of Mr. Hannan, since he was born in the city of Rochester, New York, on the 4th of July, 1854. William W. Hannan was about two years of age at the time when his parents took up their residence in

Dowagiac, Michigan, in whose public schools he received his early educational discipline, including a course in the high school, in which he was graduated as a member of the class of 1873. In 1876 he pursued a preparatory course in Oberlin College, Oberlin, Ohio, after which he was matriculated in the literary department of the University of Michigan, in which he was graduated as a member of the class of 1880, receiving the degree of Bachelor of Arts. After thus completing his academic course he entered the law department of the university, and here he was graduated in 1883, with the degree of Bachelor of Laws. Within his college course he organized excursions to various summer resorts in the state and through this means he realized considerable profit, using his funds to continue his educational work. As collegian he was well known in athletic circles, and he made especially good record as a sprinter.

In 1881-3 Mr. Hannan served as engrossing clerk of the house of representatives of the state legislature. In 1883, prior to his graduation in the law department of the university, he was admitted to the bar of the state, upon examination before the Washtenaw circuit court. After the close of the legislative session of that year Mr. Hannan came to Detroit and established himself in the practice of his profession, in which he associated himself with Judge William L. Carpenter, under the firm name of Carpenter & Hannan. This alliance continued for a year, at the expiration of which Mr. Hannan virtually withdrew from the work of his profession to enter the field of enterprise in which he has since attained to splendid success and precedence. He formed a partnership with the late Herbert M. Snow, under the title of the Hannan & Snow Company, and engaged in the real-estate business. Within the same year (1883), however, this partnership was dissolved and he then founded the Hannan Real Estate Exchange, through which he gave his attention principally to the handling of subdivision properties for a number of years. This concern grew to be the



W. T. Hansen

most important of its kind in the state, and its operations have been amplified to include a general fire-insurance and loan business. Mr. Hannan has continued the executive head of the Hannan Real Estate Exchange, has ordered its affairs with consummate discrimination and ability and is recognized as an authority on real-estate values in Detroit and its environs. The operations of the exchange have been of most extensive and important order, including the opening and improving of several subdivisions to the city and the erection of a number of the largest and finest apartment buildings in Detroit. In an individual way also Mr. Hannan has erected several apartment buildings, which he still owns. Not fewer than five of these great apartment buildings have been erected by this firm, and the expenditure in this connection was more than a million dollars. Each year also have been erected a large number of houses, which have been sold on the installment plan. Mr. Hannan's operations in the local real-estate field within the past twenty-five years have exceeded in scope and importance those of any other individual, and he has been a leading factor in promoting the upbuilding of the larger and greater Detroit. From an attractive brochure entitled "Detroit—Illustrative and Descriptive," issued in the spring of 1908, are taken the following appreciative statements concerning Mr. Hannan:

"His onward march as a real-estate operator has been a veritable march of triumph, marked by the following achievements: The deal whereby the Ford interests of Toledo bought the land on the corner of Griswold and Congress streets and began the erection of the eighteen-story Ford building, which is now completed and is the finest office building in the city; the sale of the Hammond building; the sale of the Hodges building; the erection and management of the finest and best conducted group of apartment buildings in the country,—the Pasadena, the Lenox and the Madison; the handling of a score of subdivision properties in the north and northeastern sec-

tions of the city, embracing Park Hill, the banner subdivision of Detroit; that more persons have secured the beginning of their homes through him than any other source; that he now ranks as one of the leading factors in the construction of apartment buildings west of New York; and for all that, as an exponent of good in the uplifting or betterment of Detroit and her environments, he stands second to none. In brief, he is of that character that can not fail to make its impress upon whatever enterprise or community with which it comes in contact, and to the benefit of that enterprise or community."

For eight years Mr. Hannan has served as a member of the Detroit board of estimates, holding the office of president during one term, with great credit to himself and entire satisfaction to the city's welfare.

In politics Mr. Hannan is arrayed as a staunch supporter of the principles of the Republican party; he is identified with the Masonic fraternity; and holds membership in the Detroit Club, the Country Club, and other social and business organizations. His public spirit and progressive ideas have borne much fruit in connection with the advancement of Detroit along industrial and general material lines.

WALTER S. HARSHA.

Success in any profession, in any line of occupation, is not a matter of spontaneity; but represents the result of the application of definite subjective forces and the controlling of objective agencies in such a way as to achieve desired ends. As an official of the United States circuit court as well as a member of the legal profession, Mr. Harsha has enjoyed for many years a reputation which well exemplifies the truth of the foregoing statements. He is also an interested principal in several financial, industrial and commercial enterprises of the city and state and is one of the distinctively representative citizens of Detroit. Progressive and energetic in the conduct of his official duties and in the management of his varied com-

mercial interests, loyal and public-spirited as a citizen, he holds a secure position in the confidence and esteem of the community and has contributed in large measure to the advancement of the city.

Walter S. Harsha was born in Detroit, Michigan, on the 15th of June, 1849, and is the only surviving child of the late William and Mary Ann (Cook) Harsha, personal mention of whom precedes this article. Mr. Harsha received his early education in the schools of his native city, subsequently prepared for college, and entered the literary department of the University of Michigan, in which he was graduated Bachelor of Arts in the class of 1871. In 1875 he was further honored by his alma mater, which then conferred upon him the degree of Master of Arts. In June, 1871, he was appointed deputy clerk of the recorder's court of the city of Detroit, retaining that position about two years. Upon the establishment of the superior court of Detroit, on June 3, 1873, the county clerk being *ex officio* clerk of said court, Mr. Harsha was appointed deputy clerk and vested with full power of organization of the court. During his incumbency of this position he read law with the late C. I. Walker, and he was admitted to the bar on the 5th of January, 1878. On the 1st of January, 1879, he was appointed deputy in charge of the Wayne county clerk's office, a position which he filled with credit and in which he remained for two and one-half years. The systems originated by him for the conduct of the business of the Wayne circuit and the recorder's courts of Detroit are still in use and remain practically unrevised.

On the 6th of June, 1882, Mr. Harsha was appointed to his present position, that of clerk of the circuit court of the United States for the eastern district of Michigan. During the twenty-six years in which he has filled this position the results of his labors have been such as would give precedence and reputation to any man, were they to represent the sum total of his achievements; but Mr. Harsha is a man of broad mentality, strong initiative and

distinct individuality. He has found time, aside from his official duties, in which to take an active part in the commercial development of the city and state, and has also contributed much time and labor in the elaboration of a scheme of practice for courts and in the revision of legal forms. On the 1st of April, 1886, Mr. Harsha was appointed United States commissioner for the eastern district of Michigan, the appointment being made by Hon. Henry B. Brown, then United States district judge. Mr. Harsha served under this appointment until 1905, when a change in the law relative to the appointments for this office was made and under the new law he was appointed for a further term, by Judge Henry M. Swan. In his capacity as commissioner there are held before him all preliminary hearings in criminal cases for violations of the United States laws.

Upon the establishment of the United States court of appeals, in 1891, he elaborated a scheme for practice with rules for its conduct, which were submitted to and approved by the United States supreme court, and upon recommendation by this court were duly adopted by all of said courts of appeals throughout the country. A uniform system of practice was thus established and up to the present time it remains practically unchanged. In recognition of this valuable service Mr. Harsha was appointed clerk of the United States circuit court of appeals for the sixth circuit, with clerk's office at Cincinnati, Ohio. He remained incumbent of this position, while still performing the duties of clerk of the circuit court at Detroit, until October 2, 1894, when he resigned the Cincinnati office. For a number of years he gave a large portion of his time to the revision of legal forms in use in Michigan,—the permanent value of which work is inestimable,—and to the annotating of some volumes of Michigan supreme-court reports, which work was subsequently completed by others. In 1886 he edited and published "Annotated Federal Court Rules," a work which has had a successful sale, its circulation being general throughout the United States, while

the legal profession has extended to it the highest commendation.

Mr. Harsha has valuable commercial interests in St. Clair, Michigan, being president of the Oakland Hotel Company, the Oakland Heights Land Company, and the Salutaris Water Company, all of that city. He was one of the organizers of the Michigan Savings Bank of Detroit, in which he remained a stockholder for thirty years. He is a director in Woodlawn Cemetery, of Detroit, and a stockholder in a number of financial, industrial and commercial corporations of the city and state. Mr. Harsha is a Royal Arch Mason, a member of the Delta Kappa Epsilon fraternity, the University Club, the Detroit Club, the Country Club, the Detroit Boat Club, and Michigan Chapter of the Sons of the American Revolution.

On the 18th of January, 1881, Mr. Harsha married Miss Isabella Mott, daughter of the late Asa Mott, of Montreal, Canada. Mrs. Harsha is a woman of broad culture and refinement and the family residence, on Peterboro street, is known for the gracious hospitality extended to a large circle of friends. The family have been long and favorably known in the best social circles of the city.

Mr. Harsha is in all respects a high type of the conservative, unassuming American, diligent in his official duties and commercial affairs and conscientious in all things.

FREDERICK P. SPRAGUE, M. D.

One of the representative physicians and surgeons of Wayne county is Dr. Frederick P. Sprague, who is engaged in the practice of his profession in Detroit and Wyandotte, and who has built up a large and important business in the work of his chosen and exacting vocation.

Dr. Sprague finds no little satisfaction in that he is able to revert to the old Empire state of the Union as the place of his nativity. He was born at the city of Elmira, Chemung county, New York, on the 23d of May, 1868, and is the third son of Edward P. and Maxi-

milias (Morris) Sprague. The Sprague family was founded in America by Francis Sprague, who was born and reared in England and who came to the New World in company with Endicott, Miles Standish, John Alden, and others of the fine old Puritan stock which settled in New England and laid broad and deep the foundation for much of our national prosperity and power. Francis Sprague was an intimate friend and associate of these historic characters and was a man of prominence and influence in his community, where he took a proper part in the administration of the affairs of the colony and lived a life of signal usefulness and honor.

Each generation since has played an important and useful part in the progressive development of the nation, both in public life and private business and professional pursuits. The family has been well represented in Detroit and its vicinity. The late venerable and loved Rev. Dr. Isaac Newton Sprague, grandfather of the subject of this sketch, was born in 1801, at Poultney, Vermont, the second son of Daniel Sprague, one of the state's solid men. Rev. Dr. Sprague preached almost continuously from 1822, the time of his graduation, until he retired, in 1886. He was one of the famous pulpit orators of his day and an untiring opponent of slavery during the troublous times when the traffic in slaves was the paramount national issue. It was through him that Henry Ward Beecher obtained his charge at Plymouth church. He was twenty times elected moderator of the Presbyterian synod of New Jersey, and in 1876, intending to retire, he moved to Detroit, where he resided with his distinguished son, Colonel Thomas Spencer Sprague. But he did not long remain inactive. At that time the Presbyterian church of Wyandotte was feeble and struggling, and he took charge of the pulpit, refusing a salary, and by his energy and goodness he succeeded in building up a substantial parish, donating very largely of his own possessions and building a parish house and chapel. The year 1886 marked his retirement

from the toil he loved so well, and he purchased an estate in his native town in Vermont, where he died in 1896, aged ninety-six years.

Colonel Thomas Spencer Sprague, uncle of Dr. Sprague, of this review, long resided in the city of Detroit. He was in command of one of the Michigan regiments during the civil war,—a regiment equipped almost entirely from his private purse. Together with his brother, Charles H., he founded the Detroit Tribune, in the early '40s. For many years Colonel Sprague eminently conducted the practice of law, and although he died nearly twenty years ago his memory still commands the esteem of his fellow citizens, while the law firm of which he was the head for many years still retains his name. The beautiful brass pulpit in Emmanuel Episcopal church was his donation in memory of his deceased wife.

Edward Payson Sprague, youngest son of Rev. I. N. Sprague, is the father of Dr. Sprague. He was born in New York city in 1837 and graduated at the New York Collegiate Institute at the age of fourteen. When about fifteen years old he came to Detroit to study architecture, and assisted in designing and erecting the city hall, and many other public buildings, churches and private edifices. During this time he had been making a careful study of the pipe organ. He soon became so proficient on this instrument that it brought him national fame. Soon afterward Mr. Sprague took up the study of the voice and he was later accorded the degree of Doctor of Music by a New York institution. He has been organist of Brooklyn Trinity and many other of the largest churches throughout the country. In Detroit he has officiated at the First Baptist, First Congregational, Woodward Avenue Congregational, and the Simpson and Jefferson Avenue Presbyterian churches. He was one of the best known organists in the east, and his fame as an harmonist and improviser is widespread. For many years Mr. Sprague has been engaged in teaching voice, in which profession he has

gained a broad reputation as the successful tutor of many famous stage singers.

Not less prominent in its gifts to the progress of civilization is the doctor's maternal ancestry. His mother, Maximilia Morris, was born in Malden, West Virginia, in 1845, one of the beautiful daughters of William Morris, a business man of prominence and wealth and the inventor of the now indispensable artesian-well drill. The Morris family of Virginia has been conspicuous in its service to the nation ever since Robert Morris, the founder of the family in America, first stepped upon its beautiful shores as one of the Pilgrims of the Mayflower. In the war of Independence and during the regeneration of the nation the Morris family has been prominently represented.

Frederick P. Sprague, the immediate subject of this review, was about ten years of age at the time of his parents' removal from New York state to Detroit, and in the schools of the Michigan metropolis he gained his early educational discipline. He was graduated from the Detroit schools as a member of the class of 1881. In the same year he secured a clerical position in the offices of Hammond, Standish & Company, wholesale dealers in meats and provisions, and he continued in the employ of this well known Detroit concern until 1883. In the year 1884 he became an assistant in the office of the Germania Oil Company, of Detroit, of which his father was an interested principal, and in 1885-6 he was cashier in the wholesale jewelry establishment of Eugene Deimel, of Detroit. In 1888 Dr. Sprague made a radical change in his occupation and brought into play his distinctive musical talent. He engaged in teaching banjo music and also made a tour of the country as an expert performer on this instrument, being identified with star courses and visiting the principal cities of the Union. He became one of the most widely known and popular public banjoists in the country, and he continued in musical work of the order noted from the year 1888 to 1893.

Dr. Sprague began the study of medicine in 1890, in Cleveland, Ohio, where he had an able preceptor, Dr. Gustav C. E. Webber. In 1893 he entered the medical department of the University of Wooster, Ohio, and in this institution he was graduated as a member of the class of 1896, in which year he duly received his well earned degree of Doctor of Medicine. In June of the same year he located in Wyandotte, one of the prosperous suburbs of Detroit, and here his success in the work of his profession has been of unequivocal order, implying a support of representative character and a personal popularity of unmistakable sort. The Doctor is an appreciative member of the American Medical Association, the Michigan State Medical Society, and the Wayne County Medical Society. He is held in high esteem by his professional confreres in Wayne county and is a zealous devotee of his profession, of whose best literature he is a close student, keeping constantly in touch with the advances made in both medicine and surgery. He is a medical examiner for the Equitable Life Insurance Company, of New York; is consulting surgeon for the Preferred Accident Association, of Pittsburg, Pennsylvania; is grand medical director of the Grand Lodge K. E. P.; and is medical examiner for the Knights of Pythias and the Maccabees of the World. He is, as may be inferred, a member of each of the fraternal organizations mentioned. The Doctor is also surgeon of the First Michigan Independent Infantry, with which he holds the rank of captain. In 1901 he was selected as surgeon for the contingent of Canadian troops to be sent to South Africa for service in the Boer war, but the war ended before the troops were ordered to the scene of conflict and he resigned his commission. The Doctor is fond of the automobile and the motor boat, and through these finds his chief diversion from the cares and exactions of his professional work. In politics he gives his allegiance to the Republican party. Dr. Sprague was early in life attracted to the Episcopal church. As a boy he sang in the choir of Trinity church,

and in 1880 was confirmed in St. John's church, of Detroit.

On the 25th of June, 1898, was solemnized the marriage of Dr. Sprague to Miss Cora Elsie Butts, and they have one daughter, Ethel Phoebe Ruth, who was born on the 22d day of June, 1899.

Dr. Sprague is one of a family of nine, four of whom died in early youth. His four living brothers, two of whom were born in Detroit, have all achieved success in their various callings. The eldest, William Spencer, is now manager of a large retail store in Cincinnati, Ohio. Louis Waldemar is a celebrated pianist and teacher of piano and theory. He heads conservatories of music in Cincinnati, Dayton and Springfield, Ohio. Isaac Newton is secretary and treasurer of the Columbus Citizen, a Columbus daily newspaper. Richard Malory is a well known lawyer, practicing at the Detroit bar.

JAMES WILKIE.

Of all the manifold agencies that have contributed to the industrial and commercial up-building of the city of Detroit and have carried her fame throughout the civilized world, none can claim precedence of Parke, Davis & Company, manufacturing chemists and pharmacists, whose institution is uniformly conceded to be the most extensive of its kind in existence and whose great home plant is a source of pride to Detroit and of interest to all who make a survey of the industrial concerns of the Michigan metropolis. Of this gigantic plant the subject of this sketch is mechanical superintendent, and as a skilled mechanic and versatile inventor he has done much to forward the success of the enterprise with which he is thus connected.

Mr. Wilkie is a native son of the city of Detroit, where he was born on the 23d of November, 1853, and he is a son of David and Elizabeth (Buick) Wilkie, both of whom were born and reared in Scotland, being representatives of sturdy old families of that historic

land. They came to America in 1852 and soon after their arrival took up their residence in Detroit. David Wilkie had learned in his native land the trade of tinsmith, and in Detroit he readily found employment at this vocation, having been identified with various leading hardware establishments and finally having established himself in the same line of business on Gratiot avenue, where he built up a prosperous trade. He later removed to a more eligible location, on Michigan avenue, where he continued in business until about 1898, when he retired. He died in July, 1907. His devoted wife passed to the life eternal in 1888, and of their children five are living.

James Wilkie gained his early educational discipline in the public schools of Detroit, and it is worthy of note that he entered the Bishop school on the first day that it was opened for school work. At the age of eleven years he entered upon an apprenticeship at the tinsmith's trade, under the effective direction of his father, and he became an expert artisan in this line. In 1869 he secured employment at his trade in the hardware establishment of Glover & Powell, and when this firm was succeeded by T. B. Rayl & Company, he continued with the latter well known concern, becoming foreman and finally superintendent of its tin and sheet-iron department. In 1878 he was promoted to the position of salesman in the house-furnishing and stove department, and from 1887 until 1891 he had charge of this department. He also acquired an interest in the business, and upon the incorporation of the T. B. Rayl Company he continued as one of its stockholders. He disposed of his interest in the business in 1897.

In 1891, in company with his father-in-law, John L. Warren, who had previously been connected with the pharmaceutical works of Frederick Stearns & Company, Mr. Wilkie became one of the organizers of the Warren Capsule Company. Prior to this he had become somewhat interested in the inventing of devices for the improvement of capsule-making machinery, and after the formation of the

Warren Capsule Company he continued to make careful investigation and experimentation along the same line, with the result that he devised and put into practical use many improved appliances. This concern was eventually consolidated with the Michigan Capsule Company and the National Capsule Company, of Indianapolis, under the title of the United Capsule Company. This amalgamation of important interests occurred in 1893 and with the new concern Mr. Wilkie continued as a stockholder and held the office of superintendent and manager. In 1895 an arrangement was made with Parke, Davis & Company, who erected near their plant in Detroit a building in which the United States Capsule Company installed its machinery. The latter company operated the plant and twenty-five per cent. of the product was utilized by Parke, Davis & Company, while the remainder was sold to the general trade outside. Mr. Wilkie was not only a stockholder in the business but also assumed the office of superintendent of the plant, of which he became general manager in 1901, as successor of Charles Stephens. In the autumn of the same year this plant and business were purchased by Parke, Davis & Company, and under the new regime Mr. Wilkie was retained in general supervision. In 1902 the plant of H. A. Hubel, the pioneer in the manufacturing of capsules in Detroit, was likewise purchased by Parke, Davis & Company, and in the following year the machinery was removed from this plant and installed in that of the company mentioned. It may be noted incidentally that at the present time the output of the Parke, Davis & Company plant comprises seventy-five per cent. of all the capsules manufactured in the world.

The machines utilized in the manufacture of these indispensable containers of medicine are all automatic, and one of the machines does a work which demanded the service of a number of operatives by the old hand methods. A great improvement is also made in the quality of the product, which is absolutely clean and antiseptic and free from any pos-

sible defect. One machine cuts and then joins the two sections of the capsules and counts them into boxes, ready for the market. Another machine opens the two parts and throws out such as are defective, after which it proceeds to fill them with the desired medicinal preparation, joints them together again and counts them into boxes, ready for the druggist. The latest improved machines in use in this department of the great industry of Parke, Davis & Company are the invention of Mr. Wilkie and were constructed under his direct supervision in the machine shops of the institution. These improvements have made possible a reduction of seventy-five per cent. in the selling price of capsules within the past twenty years, and have made Parke, Davis & Company the dominant manufacturers in the capsule trade.

In 1907 Mr. Wilkie perfected and installed a process for the manufacturing of capsules during the warm months of the year,—a period during which the work had previously been necessarily brought to a practical standstill, the factory being shut down on account of the heat and humidity, which rendered it impossible to handle and form the gelatine, which could not be sufficiently dried. This caused the laying off of a valuable force of employes, many of whom could not be again secured when needed. Mr. Wilkie was allowed by the company to perfect and put in operation his new system, and he accomplished the work with unqualified success,—a work of inestimable value in connection with this department of manufacture. The gelatine room is sixty by ninety feet in dimensions and is artificially maintained at a temperature of seventy-six degrees Fahrenheit, and with this provision the work can proceed without interruption during the entire heated term of the summer.

The machine shops of the plant are also under the direct supervision of Mr. Wilkie, and in this department employment is given to twenty-five expert artisans and fifty regular mechanics. Here is constructed all the machinery utilized in the entire plant and here

also all repairs are made. This is recognized as the model machine shop in the city of Detroit. Of the various other mechanical departments under the supervision of Mr. Wilkie it may be well to offer a brief review. In the printing department are employed one hundred persons, and the presses in use comprise five Mehle cylinders, one Optimus and one Cottrell cylinder, and fifteen jobbers. Here are printed three medical journals, all the labels used by the company, price lists, stationery and all the advertising matter. This department uses thirty tons of paper monthly. Every known language is employed in the preparation of the advertising matter, which goes to all sections of the world. In the box factory employment is given to one hundred and twenty-five operatives, and this is the second largest box manufactory in Detroit. All boxes and special packages used by the company are here manufactured and are of the highest grade. In the glass works are manufactured all the small glass appliances utilized in the laboratories, as well as special containers and anti-toxin tubes. The machinery of the great power plant is operated by individual motors whenever practicable, and one hundred motors are thus utilized. The entire plant is operated by electricity, and the total power generated is equal to that of two thousand horses. The plant has a separate pumping station and the most effective apparatus and facilities for fighting fire. Mr. Wilkie is in full control of all these departments, with the title of mechanical superintendent. It is needless to say that manifold and great responsibilities rest upon him, but he has proven equal to every emergency and is one of the most valued of the many executives of the great concern with which he is thus identified. His invention of the capsule machinery places him in the front rank of mechanical experts and inventors. He was one of the organizers of the Massnick Manufacturing Company, of Detroit, and was treasurer of the same in 1904-5.

In politics Mr. Wilkie gives his allegiance to the Republican party, and he and his wife

are members of the New Jerusalem church (Swedenborgian). Mr. Wilkie has attained to the thirty-second degree in Scottish Rite Masonry, being identified with the Scottish Rite bodies in Detroit, and also with the adjunct organization, the Ancient Arabic Order of the Nobles of the Mystic Shrine.

In 1876 Mr. Wilkie was united in marriage to Miss Adah Zillah Warren, daughter of John L. Warren, one of the pioneer manufacturers of capsules in America, and they have five children,—Warren, who is individually mentioned on other pages of this work; Edith Louise; Hazel Belle; John Chester, who is a member of the class of 1908 in the engineering department of the University of Michigan; and Adah Mary.

RONALD SCOTT KELLIE.

As a representative member of the bar of Michigan, a recognized authority on chancery and admiralty law, and as a citizen of the city of Detroit who for some thirty years has been actively identified with its growth and development, Mr. Kellie merits distinctive recognition in this publication. He is especially fortified in his wide and comprehensive knowledge of the science of jurisprudence and he has attained a noteworthy reputation in professional circles.

Ronald Scott Kellie was born in Glasgow, Scotland, on the 1st day of January, 1843, and is a son of the late Rev. John and Isabella (Scott) Kellie. His parental ancestors were Scotch Highlanders inhabiting the island of Isla, among whom were the Erskines, McKinnleys, McDougals, McFarlanes and Blairs. John Kellie, great-grandfather of our subject, was gardener to the Lord of the Isles and called "Ian Mor," meaning "Big John." His wife was born in Kintyre, Argyshire. Gaelic was their native and only tongue. They later became residents of Gourock on the Firth of Clyde. Three sons came to them:—Dugald, Collin and Ronald. Ronald was graduated from the medical department of the University

of Glasgow and attained prominence in his profession and in the sciences. He was one of the pioneers in electrical experimentation and succeeded as early as 1824 in lighting his work room by electric current. He married Christina Brown of Strathlachlan, Loch, Fyne Side, near Inverary, her tongue being also Gaelic. They had two children, Lachlan and John. John Kellie studied law and was admitted to practice in Glasgow. He was closely identified with the Chartist movement in Great Britain, which had for its object the enforcement of political reforms in the British government that have since been granted as a result of this movement. Although a young man at this time he was in the fore front of the struggle and strenuously preached the motto displayed upon the banner of the Chartists,—“peacefully if we can, forcibly if we must.” After the treason of Peter Bussey, one of the committee of three for the United Kingdom, who disclosed their plans to the government and through whose treachery the rising in Wales was prematurely begun, and many lives were sacrificed; and after the sentence of John Frost, Zephiniah Williams and William Jones, the leaders of the movement in Wales, was commuted to simple banishment, he left Scotland and came to the United States and settled in Sanilac county, Michigan, where he resumed the practice of his profession. He was one of the most active factors in the organization of that county and was appointed one of a committee to make research and extract such matter as was pertinent from the records of St. Clair county from which it was formed. After several years of legal practice he studied for the ministry and was ordained in the Methodist Episcopal church, and in this profession he performed work of great and lasting value. He was for several years stationed in the city of St. Clair and during his pastorate there he was instrumental in the building of the present church edifice. He also labored in Bay City and Marysville. He was acknowledged as the most gifted extemporaneous speaker of his confer-



Ronald Scott Kellie

ence and this gift, as well as his early legal training, made him a powerful factor in debate. Possibly his most notable effort in the cause of his church was the six-day debate at Memphis, Michigan, in 1865. The Adventist sect had obtained a strong foothold in that town and the Christian Sabbath had ceased to be observed to a large extent. He was ordered by the Detroit conference to Memphis in the interests of his church. At his suggestion a committee of three was appointed to pass judgment upon a debate of the question at issue, viz., the proper day to be observed as the Sabbath. The committee consisted of two members of the Adventist faith and one other, recognized as one of the most representative citizens of the town. The question was debated for six days, Mr. Kellie representing the Christian Sabbath, and the unanimous verdict of the committee was in his favor, and the Christian Sabbath was observed from that time on. In 1894 Mr. Kellie retired from the active duties of the ministry and became a resident of Detroit, where he passed the remainder of his life. Some time after locating in Detroit, he was called up to fill a vacancy in the Grosse Pointe church, whose members comprised all denominations. After considerable urging he was persuaded to remain as its regular pastor and continued to fill its pulpit for ten years. During his pastorate he succeeded in securing the funds needed to build the present edifice of the congregation and in this labor was strongly supported by the late Joseph H. Berry, who became a warm personal friend. His last years were spent at his home on Fourteenth avenue, Detroit, enjoying the reflections of a life spent for the benefit of his fellow men. Mr. Kellie died on the 8th day of July, 1902. He is survived by his widow and his two sons, Ronald and John.

Dr. John Kellie, brother of the subject of this sketch, was graduated from the literary department of the University of Michigan in the class of 1881 and from the medical department in 1884. Subsequently he engaged in the practice of his profession in San Fran-

cisco, California, and from 1887 to 1902 was in charge of Riverside Sanitarium there. In 1902 he removed to Fishkill-on-the-Hudson, where he assumed charge of the Whitwell Sanitarium. In 1904 he located in Detroit and engaged in general practice.

The maternal ancestors of Ronald Scott Kellie were natives of the Lowlands of Scotland, and among whom were the Rintouls, Turnbulls, and Scotts, names together with those of his paternal ancestors, that have figured prominently for centuries in Scotland's history. Robert Scott, his grandfather, lived upon his estate in Falkirk and was known as the laird. His daughter, Isabella, was educated by private tutors in her father's home, as was the custom of the time. She married John Kellie and removed with him to Glasgow. She bore him two sons, Ronald Scott and John, as previously stated.

Ronald Scott Kellie received his early education in the public schools of Glasgow and in the summer season lived with his highland relatives in Gourock, Rothsay (on the Isle of Bute), and in Dunoon. In 1856 he came to Michigan, where his father had preceded him. At the age of sixteen he began teaching school, and he followed that occupation in several towns on the shore of Lake Huron. Desiring to further equip himself for this profession he entered the Michigan State Normal College, at Ypsilanti, and was graduated therefrom in 1863. The following two years were spent in this vocation, when ill health compelled him to abandon the work. In the summer of 1865 he was appointed manager and attorney for the Charter Oak Life Insurance Company, of Hartford, Connecticut, for the state of Michigan. He was also engaged by the committee of Detroit citizens, which included Hon. Thomas W. Palmer, T. W. Tillman and John Owen, and which had been appointed for the purpose of securing funds for the erection of a suitable monument to the soldiers and sailors of Michigan, to aid them in securing funds for that purpose, in furtherance of which object he delivered patriotic addresses through-

out lower Michigan, co-operating with the late General Byron M. Cutcheon and the Rev. Mr. Taylor. The result was the erection of the Soldiers' Monument on the Campus, Martius, Detroit. In 1873 he entered the law department of the University of Michigan and was graduated therefrom, with the degree of LL. B., in the class of 1876. Shortly afterward he was admitted to the bar and located for practice in Detroit. In his law practice Mr. Kellie has gained much prestige and success, having a representative clientage and appearing in connection with important litigations in both the state and federal courts. He is recognized as an authority on chancery and admiralty law, branches in which he has specialized to a great extent.

Mr. Kellie is a man of strong character and powerful individuality, an orator of no mean power and in argument logical and convincing. He is a man of broad culture and is admirably fortified in knowledge of the questions and issues of the hour. He has ever been a loyal and progressive citizen of his adopted country and a firm believer in the future advancement of Detroit, as in the past he has been an active worker in her development. He has been a lifelong Republican, active in the work of his party and of influence in its councils. Office has never appealed to him, and though often solicited to accept nomination he has refused. He is a member of the American, Michigan State and Detroit Bar Associations and the Detroit St. Andrew's Society. In 1906 Mr. Kellie made an extended trip to the British Isles, visiting the spots familiar to his youth, and while there enjoyed the hospitality of Andrew Carnegie as his invited guest at Skibo Castle.

Mr. Kellie married, on the 26th of December, 1866, Miss Lucy A. Jenness, daughter of the late Hon. John S. Jenness, of Detroit. Mr. Jenness was for many years the most prominent merchant in Almont, Michigan, and served as a member of both branches of the state legislature. Mr. and Mrs. Kellie are

the parents of one daughter, Brownie, the wife of Cyrenius A. Newcomb, Jr., personal mention of whom is printed elsewhere in this volume.

JOHN OWEN, JR.

Bearing the full patronymic of his honored father, one of the distinguished pioneers and influential citizens of Detroit and one to whom a special memoir is dedicated in this volume, the subject of this sketch has the management of the large family estate and is one of the popular citizens and business men of his native city. Due record concerning the family history is given in the sketch of the life of his father, so that a repetition of the data is not demanded in the present connection.

A son of John and Jane (Cook) Owen, the subject of this review was born in Detroit, on the 18th of August, 1861. His educational training was secured in the public schools of Detroit and under the direction of private tutors. In 1879, at the age of eighteen years, he became a clerical employe in the office of the Detroit Dry Dock Company, of which his father was president, and he continued to be identified with the affairs of this corporation in an executive capacity until 1883, after which he passed eighteen months in European travel. Upon his return to Detroit he became private secretary to his father, of whose extensive real-estate interests he became manager, thus continuing until the death of his father, on March 20, 1892, when he became manager of the entire estate, having familiarized himself with all details regarding the same during his years of active association as private secretary. He is also secretary and treasurer of the Cook Farm Company and has various and important capitalistic interests of a personal order.

In politics Mr. Owen is aligned as a supporter of the cause of the Republican party, and he is a member of the Detroit Club, the Detroit Athletic Club, the Detroit Boat Club and the Detroit Raquet and Country Clubs,—all representative social organizations of his

native city. He has been prominent in athletic circles for a number of years and at one time held the world's championship as an amateur sprinter for a distance of one hundred yards.

On the 4th of June, 1891, Mr. Owen was united in marriage to Miss Blanche Fletcher, daughter of Charles T. Fletcher, head of the Fletcher Hardware Company, of Detroit, and they have two children,—Helen and John, Jr.

HOMER S. JOHNSON.

Among the sterling and aggressive young business men typically representative of that progressive spirit which is making for the development of the larger and greater Detroit, the name of the subject of this sketch shines above the industrial horizon in no uncertain way. He is vice-president, secretary and general manager of the Penberthy Injector Company, of which important manufacturing concern due record is made on other pages of this work, and he is a son of the company's president, S. Olin Johnson, who likewise is the subject of a specific sketch in this volume, so that a further review of the industry and the genealogy are not demanded in the present connection.

Homer S. Johnson was born in the city of Brooklyn, New York, on the 21st of June, 1880, and he was thus about four years of age when, in 1884, his parents took up their residence in Detroit. In the public schools of this city he secured his preliminary educational discipline, after which he continued his studies in the Detroit School for Boys. In 1898 he was matriculated in the academic department of Columbia University, New York city, in which institution he remained a student until 1900, when he withdrew from the same to enter upon his career in connection with practical business affairs. He entered the employ of the Penberthy Injector Company, and his experience in connection therewith covers every department, from the moulding floor to the office and sales departments and executive direction. In 1902, having shown himself amply qualified for the responsibility involved, he was placed

in charge of the branch establishment of the company in Windsor, Ontario, and he did a splendid work in building up the Canadian business of the concern. In 1905 he was elected vice-president and secretary of the Detroit company, and a year later he was made general manager of the business, being undoubtedly one of the youngest, if not the youngest, man in Detroit to assume the supervision of so extensive and important an industry. His course since assuming these offices has amply justified the wisdom of the preferment accorded, and he has shown his mettle as a thorough, discriminating and broad-gauged young business man. He is intuitively practical and conservative in his executive and administrative capacity, and his progressive attitude places him among the foremost of the younger generation of business men in the Michigan metropolis. He is democratic and cordial in his makeup, ready to take all men at their true value, and he has a wide circle of loyal friends in the city which has been his home from his childhood days to the present.

In politics Mr. Johnson is aligned as a supporter of the cause of the Republican party, and he is a member of the Detroit Club, Detroit Boat Club, Detroit Golf Club, Old Club, at St. Clair Flats, and the Detroit Athletic and Detroit Cricket Clubs. In the annual tournaments of the last mentioned he has been an active participant for several years past, and he has otherwise been a factor in athletic affairs in a direct way. While in Columbia University he was a member of its track team which won the relay races in 1898-9, and during his freshman year he was president of his class. He is a member of the Alpha Delta Phi fraternity.

FREDERICK G. SKINNER.

Among those who are rendering a due quota of aid in the laudable work of building up the greater and larger industrial Detroit Mr. Skinner occupies a place of no secondary prominence, since he is identified in a capitalistic and executive way with a number of important manufacturing enterprises and is recognized

as an alert, progressive and public-spirited citizen.

Mr. Skinner is a native of the beautiful little city of Hamilton, province of Ontario, Canada, where he was born on the 2d of September, 1861. He is a son of Dr. Ormond Skinner, who was born in St. Lawrence county, New York, and who was graduated in the medical department of McGill University, in the city of Toronto, Canada. He became one of the leading physicians and surgeons of the city of Hamilton, where he continued in the practice of his profession until his death, which occurred in 1875. His wife, whose maiden name was Margaret Riddle, was born at Montreal and still survives him. Their five children are all living.

The subject of this sketch was afforded the advantages of the public schools of his native city and in 1875 he was graduated in the Waterdown Collegiate Institute, at Waterdown, Ontario. His business career was initiated by his taking a clerical position in the offices of Charles Cameron & Company, wholesale hardware and dealers in brass goods, in Hamilton, and through effective and faithful service he passed through various grades of promotion, and finally, in 1880, became a traveling representative of the concern. This position he retained until 1883, when he resigned the same and came to Detroit, where, through the late lamented Governor Hazen S. Pingree, he was given a position as traveling salesman for the wholesale shoe house of Pingree & Smith. He made an excellent record with this well known Detroit concern, with which he remained until 1887, when he accepted a similar position with D. Armstrong & Company, manufacturers of shoes, in Rochester, New York. For this house he covered territory in the west and he continued in its employ until 1892, when he took up his permanent residence in Detroit. In that year he purchased an interest in the business of the McRae & Roberts Company, manufacturers of steam, water and gas goods and appliances of brass. He assumed charge of the sales for the eastern

territory and did much to forward the growth of the enterprise. The Sterling & Skinner Manufacturing Company is the result of this work, and he is now secretary and treasurer of the company, of which specific mention is made on other pages of this work. It was largely through his advice and efforts that this company was organized and incorporated, in 1902, and under the new regime its functions have been amplified and its business greatly expanded. He is also vice-president of the Detroit Motor Castings Company, president of the Manufacturers' Power Building Company, and vice-president of the corporation of Cowles & Danziger, manufacturers of steel barrels. Each of these Detroit institutions is individually mentioned in this publication. He is also a stockholder in the Buick Motor Company.

In connection with national and state affairs, where definite issues are involved, Mr. Skinner is arrayed as a staunch supporter of the principles and policies for which the Republican party stands sponsor, but in local politics he maintains an independent attitude. He and his wife are communicants of St. Paul's church, Protestant Episcopal, and he is a member of the Detroit Board of Commerce, the Detroit Club, the Detroit Golf Club, and the Masonic fraternity, including Moslem Temple of the Ancient Arabic Order of the Nobles of the Mystic Shrine.

Mr. Skinner is married to Miss Jennie Nelson, daughter of Robert Nelson, who was for many years engaged in the jewelry business in St. Thomas, Ontario.

WARREN WILKIE.

As assistant superintendent of the capsule department in the great laboratories of Parke, Davis & Company, of whose history a review is given in this publication, Mr. Wilkie is one of the many enterprising and capable young business men whose services are enlisted in connection with this celebrated Detroit institution. He was born in Detroit, on the 9th of February, 1879, and is a son of James

Wilkie, who is mechanical superintendent of the plant of Parke, Davis & Company and who is the subject of an individual sketch on other pages of this volume.

Warren Wilkie was afforded the advantages of the public schools of his native city, and was graduated in the central high school as a member of the class of 1896. Shortly afterward he entered the employ of the T. B. Rayl Company, retail hardware dealers of Detroit, with whom he remained until 1898, when he secured a position in the formula department of the establishment of Parke, Davis & Company. In 1900 he was sent to the same department of the New York branch of the institution, and there he remained until 1903, when he was called back to Detroit and given his present position of superintendent of the capsule department. His efficient efforts have not lacked appreciation, as the above statements clearly indicate, and he is practically assured of still further advancement. He is identified with various social and fraternal organizations in his home city.

THOMAS R. PUTNAM.

One of the able and popular officials of the city of Detroit is Thomas R. Putnam, who is superintendent of meters and inspection for the water-works department and who is recognized as a faithful and discriminating executive.

Mr. Putnam was born in Dorchester, Middlesex county, Ontario, Canada, on the 9th of February, 1841, and is a son of Joshua Putnam, who was a native of Charlestown, New Hampshire, as was also his father, Seth Putnam. The latter was a leal and loyal soldier in the Continental line during the war of the Revolution, and was a third cousin of the renowned General Israel Putnam, who achieved so much of distinction in the great struggle for independence. Joshua Putnam first came to Detroit in 1820, and here he remained for a brief time with his brother William, who was killed in Windsor, Ontario, in 1837, while

serving as a soldier in the Patriot war. He met his death when an attempt was made by Detroit men to capture the village across the river from the Michigan metropolis, which was then but a small town. Joshua Putnam later settled in Middlesex county, Ontario, at a place now called Nilestown, where the pioneers were largely immigrants from the states of Vermont and Massachusetts. In the early '30s Joshua Putnam established a stage line between Sandwich and Hamilton, Ontario, and this line at that time afforded the principal means of transporting freight and passengers between these two points and to intermediate villages. He eventually disposed of this business and the closing years of his life were passed at Nilestown, where he was a citizen of prominence and influence. There also occurred the death of his wife, whose maiden name was Mary Barrows, and of their children four are now living.

Thomas R. Putnam, the immediate subject of this review, was afforded the advantages of the common schools of his native county, and there he was employed at farm work the major portion of the time until 1859, when he came to Detroit and engaged in the insurance business, in which connection he traveled extensively. In 1861 he made permanent location in Detroit, where he became identified with the general offices of an insurance company, under the management of Colonel Arndt. In 1867 Mr. Putnam became clerk in the city offices of the city assessor, and in 1873 he engaged in the furniture business at 197 Woodward avenue, in company with Albert and John Pixley. He had charge of the books of the concern, whose business was prosecuted under the title of Pixley Brothers. In the same year he was appointed clerk in the office of the receiver of city taxes, and somewhat later he became bookkeeper in the office of the city treasurer, E. C. Hinsdale. On the 1st of January, 1875, he was appointed collector for the city water department, and he remained in tenure of this position until 1889, when he was given further recognition of his faithful and

able service in being appointed to his present office of superintendent of meters and inspection. The water meters were first installed in the city in the year mentioned. He has since continued to handle the duties of this important office with marked carefulness and discrimination, and his long retention of the position is the best voucher of appreciation. In a fraternal way he is affiliated with the Michigan Society of the Sons of the American Revolution.

In the year 1859 was solemnized the marriage of Mr. Putnam to Miss Elizabeth Van Vliet, daughter of Alvin Van Vliet, who was a native of Pennsylvania, and who became a prominent citizen of La Colle, province of Quebec, Canada. Mr. and Mrs. Putnam have two children,—Herbert J., who is western sales manager for the Thompson Meter Company, of Brooklyn, New York, and who maintains his home in Detroit; and Howard E., who is president of the Gies Gear Company, of which specific mention is made in this publication.

WILLIAM M. PAGEL.

It can not be other than gratifying to note to how great an extent young blood has been infused into the industrial life of Detroit, and the great progress made by the city along all lines of business activity within the past decade is largely due to the fact that young men of distinctive ability and of aggressive enterprise have been enlisted in the work. The subject of the sketch at hand is distinctly worthy of classification among the representative business men of the younger generation in the Michigan metropolis, and he has been one of the two dominating factors in building up the fine business enterprise now conducted under the title of the Gordon-Pagel Bread Company, of which concern he is secretary and treasurer. An article adequately descriptive of the company and its business is incorporated in another department of this publication.

Mr. Pagel finds much of satisfaction and pride in referring to Detroit as the place of his

nativity. He was born in this city, on the 3d of June, 1874, and is a son of Christian Pagel, who was born and reared in Germany, whence he immigrated to America when a young man. He located in Detroit prior to 1867, and here followed the trade of stone cutting until 1895, since which year he has lived virtually retired. His wife, whose maiden name was Maria Schroeder, is likewise a native of Germany. Both are members of the Lutheran church and in politics he is a supporter of the Republican party.

William M. Pagel was afforded the advantages of the unrivaled public schools of Detroit and in 1892 he was graduated in the Detroit Business University. In 1887 he had assumed the position of clerk in the retail grocery of Max Koch, on Joseph Campau avenue, and after his graduation from the business college he was admitted to partnership in the business, under the firm name of the Koch Grocery Company. In 1895 he retired from this firm and established himself individually in the retail grocery trade, at 222 Field avenue, where he built up a most successful enterprise. He continued this business until 1900, when he disposed of the same to enter into partnership with James C. Gordon, under the firm name of Gordon & Pagel. They forthwith established a bakery at the corner of Chene and Hendricks streets, and by their careful management and progressive methods they made the venture one whose success was insistently cumulative. The final result was that it was found expedient, to meet the ever increasing demands placed upon their institution, to form a stock company, and in July, 1907, the Gordon-Pagel Bread Company was organized and incorporated. Mr. Pagel became the secretary and treasurer upon the incorporation of the business and he has since had the supervision of the finances and also the sales department. By reference to the article descriptive of the concern an idea of its importance and success may be gained. The firm hold membership in the National Bakers' Association.

In his political adherency Mr. Pagel is found arrayed as a stalwart supporter of the cause of the Republican party, and in a fraternal way he is identified with Detroit Lodge, No. 2, Free & Accepted Masons; Monroe Chapter, No. 1, Royal Arch Masons; and Monroe Council, No. 1, Royal & Select Masters.

On the 6th of November, 1903, Mr. Pagel was united in marriage to Miss Ida P. Leschner, of Detroit, and they have one child, Marguerite, who was born on the 17th of July, 1905.

HOWARD E. PUTNAM.

One of the representative young business men identified with industrial interests in Detroit is Mr. Putnam, who is president of the Gies Gear Company, of whose business a review is given on other pages of this work, in which also appears a brief sketch of the career of his father, Thomas R. Putnam.

Howard E. Putnam was born in Detroit, on the 31st of May, 1872, and here he attended the public schools until he had attained to the age of fifteen years, when he initiated his business career by securing a clerkship in the offices of the Detroit water-works department, with which his father has been identified for the past thirty-five years. At the age of nineteen years the subject of this sketch became a clerk in the office of Michigan Car Company, and later he became bookkeeper in the Vail & Crane branch of the National Biscuit Company, in Detroit. For this great concern he later became a traveling salesman and finally was promoted to the responsible office of auditor, with general offices in Chicago. This preferment he retained until September, 1905, when he returned to Detroit, and in the early part of the following year he became one of the organizers and incorporators of the Gies Gear Company, of which he has since been president, giving to the affairs of the company the major part of his time and attention and being known as an aggressive and successful young business man and an able executive.

He is affiliated with the Masonic fraternity and the Benevolent & Protective Order of Elks.

CONRAD PFEIFFER.

As president and founder of the C. Pfeiffer Brewing Company, one of the successful concerns of the sort in the city of Detroit, Mr. Pfeiffer holds precedence as one of the able and representative business men of the Michigan metropolis and is a citizen who is emphatically and insistentlly loyal, showing deep interest in all that tends to conserve the progress of the greater and larger city, both in material and civic lines.

From the great empire of Germany America has drawn largely in the recruiting of her citizenship, and from this source the republic has had much to gain and nothing to lose. The German-American has figured largely in the industrial development of our nation and no element has shown greater appreciation of our national institutions nor done more to uphold and foster the same. The subject of this brief sketch is one of the honored representatives of this element in Detroit, and his able efforts, directed along normal and legitimate channels of business enterprise, have redounded to his credit and to that of the city. He was born in Calderon Kreiss, Marburg, province of Hesse-Cassel, Germany, on the 7th of March, 1854, a scion of families long established in that favored section of the empire. He is a son of Conrad and Elizabeth (Schneider) Pfeiffer, both of whom passed their entire lives in the fatherland, where the father followed the vocation of farming. In the schools of his native province Conrad Pfeiffer secured his early educational discipline, which was limited, and in 1871, when seventeen years of age, he set forth for America, having become convinced that here were afforded superior advantages for the attaining of independence and definite success through individual effort. Soon after his arrival he located in Detroit, where he entered upon an apprenticeship at the trades of locksmith and machinist, in the establishment of

John Mohn. He mastered the intricacies of these trades and, as a journeyman machinist, he was employed some time in the Riverside Iron Works. In 1881 he entered the employ of Philip Kling, the well known Detroit brewer, in whose plant he learned the brewing trade, giving careful attention to gaining a knowledge of all practical details as well as the scientific principles and processes involved. He remained with the Kling brewery for a period of three years, and then resigned his position to accept that of engineer of the Charles Endriss brewery. He retained this incumbency until 1889, when he engaged in the brewing business on his own responsibility, establishing the present plant on Beaufait avenue and later making many improvements in buildings and equipments, as shown in the article descriptive of the business, appearing on other pages of this work. The entire charge of the business, executive and practical, was vested in him until 1902, when he found it expedient to organize a stock company, which, in February of that year, was duly incorporated under the present title of the C. Pfeiffer Brewing Company. He is president of the company and has charge of the manufacturing department of the business, and the general supervision of the sales and purchasing department, while he has able coadjutors in Messrs. Martin Breitmeyer and Henry C. Dietz, who are respectively vice-president and treasurer, and secretary of the company. He is a member of the National Brewers' Association, the Michigan State Brewers' Association, the Detroit Brewers' Association, the Detroit Board of Commerce, the Harmonie Society and the Turn Verein. Mr. Pfeiffer is a stockholder in the Detroit Steel Cooperage Company, and for a number of years he served as a member of its directorate. He has valuable real-estate holdings in his home city and has various other capitalistic investments. He is in the most significant sense the architect of his own fortunes, and his rise has been along the legitimate lines of normal industry, while his course has ever been guided and dominated by the strictest integrity

and honor. He has read wisely and well, studying the best literature of his native tongue as well as the English, and is a man of broad general information and strong intellectuality. He is genial and courteous and has a wide circle of friends in both business and social lines.

In national and state affairs Mr. Pfeiffer maintains a staunch allegiance to the Republican party, taking a deep interest in the questions and issues of the hour. In local matters he holds himself aloof from partisan lines, reserving to himself the right to support the men and measures meeting the approval of his judgment. While he has been an active worker in behalf of his party he has never consented to permit the consideration of his name in connection with candidacy for public office.

In 1879 was solemnized the marriage of Mr. Pfeiffer to Miss Louisa Cramer, daughter of Dr. Louis Cramer, of Detroit, who was a veterinary surgeon by profession and who served as such in the Union army during the civil war. Mr. and Mrs. Pfeiffer became the parents of three sons and two daughters. The daughters, Lillian and Louise, remain at the parental home, and the three sons, Walter, Louis, and Edgar, are deceased, none of the number having attained to years of maturity.

HENRY W. PATON.

Identified with one of the important manufacturing industries of Detroit, Mr. Paton has gained a secure place in the business circles of the Michigan metropolis and stands representative of that progressive class of citizens through whose aggressive efforts has been conserved the marked commercial advancement of the city within the past decade. He is secretary of the Detroit Carriage Company, manufacturers of automobile bodies, and as a specific description of the enterprise is given on other pages of this work it is not necessary to enter again into details concerning the same, as ready reference may be made to the article in question.

Mr. Paton was born in the village of Armada, Macomb county, Michigan, on the 1st of November, 1866, and is a son of Rev. John H. and Sarah (Wilson) Paton, the former of whom was born in Scotland and the latter in St. Clair county, Michigan. Rev. John H. Paton came with his parents to America in 1852, at which time he was nine years of age. The family settled in Lapeer county, where his father became a successful farmer and passed the remainder of his life, as did also his wife. There Rev. John H. Paton was reared to maturity, receiving the advantages of the common schools of the locality and period. In 1866 he married and removed to Macomb county, where he remained about eighteen months, at the expiration of which he returned to Lapeer county, where he purchased and located on a farm. He remained on the farm four years and then took up residence in Almont, that county, where he has since remained. After taking up his abode in Lapeer county he studied for the ministry of the Baptist church and was finally ordained as a clergyman in the same. Later he became a minister of the Larger Hope Association, with which he is still identified. He has been engaged in active ministerial work for many years and has been an extensive writer and publisher of articles on evangelical subjects. He and his wife maintain their home in the village of Almont and are held in affectionate regard by all who know them. Rev. John H. Paton signalized his loyalty to his adopted country by tendering his services in defense of the Union when its integrity was thrown into jeopardy by armed rebellion. Soon after the outbreak of the civil war he enlisted as a private in the Twenty-second Michigan Volunteer Infantry, and he continued in service until the close of the war, having been promoted to the office of sergeant and having been identified with the signal-service department during the greater portion of the time.

Henry W. Paton, the immediate subject of this review, secured his preliminary educational training in the public schools of Almont, La-

peer county, after which he took a course in the Michigan State Normal School at Ypsilanti. From 1882 until 1890 he was engaged in the general merchandise business in Almont, and in the latter year he removed to Ypsilanti, where he remained until August, 1892, when he took up his residence in Detroit. Here he accepted the position of bookkeeper for the Rumsey Manufacturing Company, and later he assumed a similar position with the Detroit Carriage Manufacturing Company, of which he was made manager in April, 1900. Of this company the Detroit Carriage Company is the direct successor and of the latter he was vice-president from the time of its organization and incorporation, in 1903, until September 1, 1907, since which time he has been its secretary. He has the general supervision of the financial department of the business and is known as an able and discriminating executive officer. He is independent in his political views, is affiliated with Palestine Lodge, No. 357, Free & Accepted Masons, is a member of the Fellowcraft Club, and both he and his wife are zealous members of the Congregational church.

On the 19th of July, 1893, Mr. Paton was united in marriage to Miss Caroline Hardy, daughter of Rev. Seth Hardy, of Ypsilanti, and they have four children,—Henry Donald, Muriel J., Elizabeth C., and Caroline H.

FRANK A. THOMPSON.

The promoter of one of the important industrial enterprises of Detroit, the subject of this sketch merits recognition in this work. He is treasurer and general manager of the corporation of F. A. Thompson & Company, manufacturing chemists, a description of whose business appears on other pages of this work, so that a repetition of the data is not demanded in this more specifically personal review.

Mr. Thompson is a native of the village of Pittsfield, Washtenaw county, Michigan, where he was born on the 8th of April, 1863, and he is a son of John W. and Zoraida A.

Thompson, the former of whom was born in the state of New York and the latter in Michigan. The father came to Michigan and settled in Washtenaw county in the pioneer days, and for a number of years he was engaged in the harness and saddle business in Ann Arbor, as a member of the firm of Thompson & Spoor. Later he became one of the prominent and successful farmers of the county. He was influential in public affairs and was a leader in the ranks of the Republican party in his section of the state, having served as a member of the board of aldermen of the city of Ann Arbor and also having been called to other offices of local trust. He died in Ann Arbor in 1891, and his wife died at Pasadena, California, in 1904.

Frank A. Thompson, the immediate subject of this sketch, received his early educational discipline in the public schools of his native county, and after completing the curriculum of the same he was matriculated in the University of Michigan, in which he was graduated as a member of the class of 1881, with the degree of Pharmaceutical Chemist. After leaving the university he was employed in Goodyear's drug store, Ann Arbor, until January 1, 1883, when he came to Detroit and became assistant chemist in the great pharmaceutical laboratories of Parke, Davis & Company. He served under Dr. A. B. Lyons until the latter's resignation, on the 1st of January, 1887, and was then appointed chief chemist to succeed Dr. Lyons. In this important and exacting office he continued to serve until June 1, 1897, when he resigned, to engage in business on his own responsibility. In June of that year he organized the firm of F. A. Thompson & Company and initiated the fine business enterprise with which he has since been identified. The concern was incorporated under the laws of the state in March, 1898, since which time he has been treasurer and general manager. The capital stock of the company is now seventy-five thousand dollars, and the present finely equipped plant was erected in 1901. Mr. Thompson is a

recognized authority in the domain of practical chemistry and has direct supervision of the chemical department of his concern, besides being general manager of the entire business. Many of the preparations manufactured by the firm were devised by him, as well as machinery and processes involved in the special lines of manufacture. He is well known in the circles of his profession and is recognized as one of Detroit's progressive business men and public-spirited citizens. He holds membership in the Detroit Board of Commerce, the American Pharmaceutical Association and the Michigan Retail Druggists' Association. He is affiliated with the Masonic fraternity, is a Republican in politics and is a member of the First Presbyterian church.

In December, 1892, Mr. Thompson was united in marriage to Miss Mary Helen Campbell, daughter of Abner Campbell, of Hamilton, Ohio. They have no children.

JOHN C. WIDMAN.

One of the representative business men of the Michigan metropolis is he whose name initiates this sketch. He is president and general manager of the corporation conducting business under the title of J. C. Widman & Company, and in the manufacturing of art mirrors, dining room and hall furniture this concern is the most extensive of its kind in the country. Its business is of wide scope and the enterprise contributes materially to the industrial precedence of the city of Detroit.

John C. Widman was born in the city of Rochester, New York, on the 30th of November, 1848, and his educational advantages were those afforded by the public schools. At the age of sixteen years he entered upon an apprenticeship at the trade of cabinet making, under the direction of his father, with whom he eventually became a partner in business. In 1867 he came to Detroit, in company with his brother, Cosmos D. Widman, and they here engaged in the manufacturing of furniture, with which line of enterprise he has since continued to be identified, while he has so directed his efforts as to gain a success of unequivocal

order and to gain recognition as one of the representative business men of Detroit. The firm of J. C. Widman & Company was organized in 1899, and in 1905 the concern was incorporated under the original title. At the time of incorporation John C. Widman was made president and general manager of the company, and of this dual office he has since remained incumbent. He is essentially progressive and public-spirited, is a Republican in his political adherency, is identified with the Detroit Board of Commerce, and is affiliated with Palestine Lodge, No. 357, Free & Accepted Masons, and King Cyrus Chapter, No. 133, Royal Arch Masons.

In Rochester, New York, in 1870, was solemnized the marriage of Mr. Widman to Miss Lena Kiefhaber, a native of Germany, and they have six children, namely: Frank E., C. David, Charles H., George H., Arthur W., and Flora J. The last named is now the wife of William S. Gibbs, of Detroit.

LEWIS C. WALDO.

Prominently identified with lake marine traffic is Mr. Waldo, who is incumbent of the office of secretary, treasurer and general manager of the old and well known corporation designated as the Northwestern Transportation Company. Of this concern specific mention is made on other pages of this work, and reference may be made to the article for further particulars in regard to Mr. Waldo's identification with the same.

Lewis C. Waldo is a native of the old Empire state of the Union, having been born in the city of Ithaca, New York, on the 12th of August, 1854, and being a son of Albert G. and Sarah (Kennedy) Waldo, who removed from New York to Milwaukee, Wisconsin, when he was about eighteen months of age. The father's vocation during the greater portion of his active career was that of superintendent for E. P. Allis & Company, and both he and his wife continued residents of Wisconsin until their death.

The subject of this review was reared to maturity in the metropolis of Wisconsin, where he was afforded the advantages of the public schools, including the high school. He initiated his business career by assuming the position of bookkeeper in the establishment of T. A. Chapinan & Company, then the largest dry-goods concern in the city of Milwaukee. He retained this position two years, at the expiration of which, in 1874, he came to Michigan and took up his residence in Ludington, where he was engaged as a bookkeeper, and eventually he became interested in the lumber trade in the northern part of the state, having been concerned in the operation of a number of mills. His initial connection with the lake-marine business was made in the purchase of a lumber schooner, which, on her second trip, was wrecked and lost in a storm, off the Twenty-second street pier of Chicago. In 1889 he became associated with others in the building of the steamer "George W. Roby," which was then the largest craft of the sort on the lake system, the same having been completed at a cost of one hundred and twenty-five thousand dollars and having a capacity of twenty-five hundred tons' burden. This vessel was put into commission in the transportation of grain, coal and ore, and did a successful general traffic business for a period of seven years under the direction of Mr. Waldo. The boat was sold at the expiration of the period noted, and in 1896 Mr. Waldo built a steel vessel of five thousand tons' capacity, one of the largest on the lakes at the time of its launching. This boat, which bears his name, he still owns and operates. Of his connection with the Northwestern Transportation Company due record is made in the article descriptive of that company. He is also vice-president of the company owning and operating the White Star line of passenger steamers, plying between Detroit, Port Huron and Toledo, and president of the White Star Portland Cement Company, whose extensive properties are located near Manistee, Michigan. He is a liberal and progressive business man and takes a

lively interest in all that tends to conserve the upbuilding of the "Greater Detroit," having maintained his home in this city since 1890.

In his political allegiance Mr. Waldo is a stalwart Republican, and he is identified with various fraternal, business and social organizations. While a resident of Ludington he served two terms as city treasurer, but he has never been a seeker of public office.

In the year 1876, at Ludington, was solemnized the marriage of Mr. Waldo to Miss Mary E. Roby, who was born in the state of Ohio, and they have one son and four daughters, namely: Ida R. (King), John R., Catherine R., Mary R., and Eloise R.

NATHANIEL E. SLAYMAKER.

Mr. Slaymaker is the incumbent of important offices in connection with railroad interests, being real-estate and tax agent for the Michigan Central Railroad and land commissioner for the Jackson, Lansing & Saginaw division of the same system. He maintains his home in Detroit and is recognized as an able executive and public-spirited citizen.

Nathaniel Ellmaker Slaymaker can have reason for naught but pride and satisfaction in that he is able to refer to the old Keystone state of the Union as the place of his nativity. He was born in Paradise township, Lancaster county, Pennsylvania, on the 21st of February, 1844, and is a son of Nathaniel E. and Mary (McIlvain) Slaymaker, both of whom were likewise natives of Lancaster county and the former of whom was of sterling German ancestry; the Slaymaker family was founded in Pennsylvania in the early pioneer epoch, the name being anglicized from Schleiermacher. The father of the subject of this review was a farmer by vocation and was a man of prominence and influence in his community. He owned and operated a fine landed estate in his native county, where both he and his wife continued to reside until their death. They were devout and zealous members of the Presbyterian church. They became the parents of

three sons and three daughters, and of these the three daughters are living and the one son to whom this article is dedicated and who is the only representative of the family in Michigan.

Nathaniel E. Slaymaker passed his boyhood days on the homestead farm and was afforded the advantages of the common schools of his native county, after which he was matriculated in Jefferson College, at Canonsburg, Pennsylvania. In 1866 he was graduated in Washington & Jefferson College, with the degree of Bachelor of Arts. The institution last named was the direct successor of the Jefferson College. After leaving college Mr. Slaymaker began reading law under the preceptorship of his cousin, Nathaniel Ellmaker, of Lancaster, one of the prominent members of the bar of that section of the state, and in 1868 he was admitted to the Pennsylvania bar. In Lancaster he served his novitiate in the active work of his profession, having there been engaged in practice until 1873, when he took up his residence in Silverton, Colorado, in which state he remained until 1889, in which year he came to Detroit and entered the service of the Michigan Central Railroad Company in a semi-professional capacity. He has been real-estate and tax agent for that company since the year last mentioned and since 1899 has also been land commissioner for the Jackson, Lansing & Saginaw Railroad Company, whose lines are operated by the Michigan Central Railroad Company. In the latter office he has charge of the company's various landed holdings and other incidental business.

In politics Mr. Slaymaker gives a staunch allegiance to the Republican party, and while he has never been a seeker of public office, the importunities of his party friends and others proved sufficient to bear him into the office of mayor of Silverton, Colorado. He served one term and gave a most able and progressive administration.

In the year 1879, in Pennsylvania, Mr. Slaymaker was united in marriage to Miss Annie Russel, a daughter of Abram W. Russel, and

the four children of this union are: Nathaniel E., Jr., Abraham R., George Duffield, and Robert Kepler.

THOMAS E. REEDER.

Having gained a position as one of the representative factors in the business life of the city of Detroit, Mr. Reeder is well entitled to consideration in this publication. He is vice-president and general manager of the Hargreaves Manufacturing Company, an adequate description of whose business is given on other pages of this work.

Mr. Reeder is a native of the city which is now his home, and the date of his birth was November 4, 1861. He is a son of Edwin and Elizabeth Reeder, both of whom were born in England. Edwin Reeder was reared and educated in his native land, where he remained until 1848, when he came to America, making Detroit his destination. Here he accepted a position with the Detroit & Lake Superior Copper Company, and he was identified with the smelting operations of this concern until it discontinued business: he was one of the principal stockholders of the company and was its treasurer for a number of years prior to its withdrawal from business. He was prominent in connection with the early industrial development of Detroit, was a man of marked business acumen and of sterling integrity of character, while he was ever honored as a loyal and worthy citizen. He and his wife were zealous and devout members of the Methodist Episcopal church and were active in the various departments of its work. Mr. Reeder made judicious investments in local realty and through the appreciation in its value gained a comfortable fortune. He had numerous real-estate holdings, including the well known Reeder farm, which is now within the corporate limits of the city. He retired from active business in 1893 and passed the residue of his life in Detroit, where his death occurred in 1901. Edwin Reeder is survived by three children, the second of whom is the subject of this sketch. Lillie B. is the wife of Frank P. X.

Oldfield, well known in the field of advertising in Detroit.

Thomas E. Reeder was afforded the advantages of the public schools of Detroit and he fully availed himself of the opportunities thus presented, after which he completed a thorough course in the Mayhew Business College, which was then the leading institution of the sort in Detroit. Mr. Reeder's entire business career has been one of identification with the enterprise with which he is now connected in so prominent a way and in whose upbuilding he has been a most potent force. In 1876 he entered the employ of the Hargreaves Manufacturing Company, manufacturers of picture mouldings, frames, etc., and dealers in all kinds of pictures, and his first position was that of bill clerk, from which he was promoted to that of bookkeeper. In 1884 he was made office manager and he rendered most efficient service in this capacity until 1890, when he became a stockholder and director of the company and assumed the general management of the business. His thorough and comprehensive knowledge of all details and his distinctive administrative power, already well proven, suggested him as the most eligible of candidates for the office of manager, and the wisdom of his selection has been fully justified in the splendid results which have been gained under his direction. He is essentially a worker and realizes that consecutive application is the sesame to the door of success, so that he is consistently to be termed a captain of industry, for he has exemplified the progressive methods and policies which have so significantly marked latter-day advancement in the world of business.

In 1895 Mr. Reeder effected a reorganization of the company, and at this time he increased his holdings by the purchase of many of the stock interests held by others. With the institution of these changes he was elected vice-president and general manager of the business, of which dual office he has since continued incumbent. It is primarily due to his

efforts that the enterprise has gained prestige as one of the largest and most far-reaching of the sort in the country, and the business represents one of the extensive and substantial commercial and industrial enterprises of the city and state. A more perfect idea of the extent of the business may be gained through a perusal of the specific article devoted to the same on other pages of this volume.

Liberal, progressive and public-spirited as a citizen, Mr. Reeder has come to the front right loyally to render co-operation and influence in support of measures and enterprises tending to advance the material and civic prosperity of his native city. He was one of the organizers and incorporators of the Detroit Board of Commerce, which vital body is doing a most excellent work in promoting the development of the "Greater Detroit," and the organization has no adherent who is more loyal and enthusiastic than is Mr. Reeder. He is a member of the Detroit Club, of which old and representative organization he was a director from 1902 to 1905, inclusive, and he is also identified with the Detroit Boat Club and the Detroit Automobile Club. He holds membership in the Picture Frame Manufacturers' Association of America and the Detroit Manufacturers' Association, and in a fraternal way he is affiliated with Union Lodge, No. 1, Free & Accepted Masons. His political allegiance is given to the Republican party and both he and his wife are communicants of the Protestant Episcopal church, being members of the parish of beautiful old St. John's church.

Mr. Reeder is specially fond of sports afield and afloat and stands as a type of the loyal sportsman, by discountenancing all illegitimate or questionable methods. He owns a hunting lodge at Deford, Tuscola county, and finds much pleasure each season in his hunting and fishing incursions. He has gained a high reputation as a breeder of the best type of Pointer dogs, and his kennels at Deford have produced a number of prize-winners, including "Fightfield Joe," the winner of sixteen first

prizes in bench shows of the principal cities of the Union. "Teddy R.," a son of the prize-winner just mentioned, also promises to equal the prestige of his sire. Mr. Reeder maintains an average of twenty dogs in his kennels, does his own breaking for field work and is known as one of the most expert and successful trainers in the country. His services in this line are frequently requested by those who wish to gain the best coaching for fine dogs,—in fact he is entirely unable to respond to the many overtures thus made to him by friends who wish to avail themselves of his talent. The attractive family home of Mr. Reeder is located at 396 Jefferson avenue and the same is a recognized center of gracious hospitality.

On the 7th of January, 1885, was solemnized the marriage of Mr. Reeder to Miss Elsie Libeau. Her father was an officer in the French army and her mother died at the time of Mrs. Reeder's birth. The latter was reared in the home of her maternal grandfather, Colonel Walter Wiley, who was for several years custodian of the historic Tower of London, England, and who later was in command of the British troops in Western Ontario, Canada, during the Fenian raids. Mrs. Reeder was born in the city of London and was reared and educated in Montreal. She was afforded the best advantages and is a woman of culture and gracious personality, while her lineage on both the paternal and maternal sides is of distinguished and patrician order. Mr. and Mrs. Reeder have one son, Harold W., who was born in Detroit, on the 16th of June, 1886. He was graduated in the Detroit University School as a member of the class of 1906 and was prominent in its athletic affairs while pursuing his under-graduate work, having been a member of the track and baseball teams of the institution. After leaving this school he continued his preparatory academic work in Groff Preparatory School, New York city, and in the autumn of 1907, he was matriculated in Yale University, where he is now a student in the scientific department.

JAMES T. WHITEHEAD.

In the department of this publication devoted to the representative industrial and commercial enterprises of Detroit and Wayne county is given a description of the Whitehead & Kales Iron Works, of which the subject of this sketch is president and treasurer and of which he was one of the founders. He has risen to prominence as one of the progressive and representative business men of his native county and is well entitled to consideration in this volume.

Mr. Whitehead was born in the village of Wyandotte, Wayne county, Michigan, on the 28th of September, 1864, and is a son of James and Mary (McEvoy) Whitehead, natives respectively of Edinborough, Scotland, and Halifax, Nova Scotia. His parents are now deceased, his father having devoted the major portion of his active business career to merchant tailoring.

James T. Whitehead gained his educational training in the public schools of Wyandotte and Detroit, and in 1879, at the age of fifteen years, he entered the employ of Rathbone, Sard & Company, of Detroit, manufacturers of stoves and ranges. He here gained valuable business experience. In 1888 Mr. Whitehead purchased from John B. Dyar the plant of the Detroit Sheet Metal & Heating Works, and here he continued individually in the business until 1893, when he sold an interest in the enterprise to Henry B. Lewis. Thereupon was formed the firm of Whitehead & Lewis, and this alliance continued until 1897, when Mr. Whitehead retired from the firm and established himself in the same line of business at 42-6 Randolph street, under the title of J. T. Whitehead & Company. In 1899 he admitted to partnership William R. Kales and they continued the business under the firm name of Whitehead & Kales until 1905, when, to meet the exigencies of the constantly increasing demands placed upon the institution, the enterprise was incorporated under its present title of the Whitehead & Kales Iron Works. Mr. Whitehead has been president

and treasurer of the company from the start, and the success which has since continued to mark the same has been in large measure due to his wise executive policy. For further data reference may be made to the previously mentioned resumé of the company's history. Mr. Whitehead is also a member of the directorate of the Michigan Copper & Brass Rolling Mills and is a director of the Peninsular Savings Bank of Detroit. He is president of the Reinke & Shirray Manufacturing Company, manufacturers of stamped-metal novelties, and is a citizen of progressive ideas and much public spirit.

In politics Mr. Whitehead is found arrayed as a stalwart supporter of the cause of the Republican party, and he is identified with the Detroit Board of Commerce, of whose board of directors he became a member in 1907. He holds membership in the Detroit Club, the Country Club and the Detroit Boat Club, and both he and his wife are communicants of St. Paul's church, Protestant Episcopal, in which he is a member of the vestry.

In April, 1885, was solemnized the marriage of Mr. Whitehead to Miss Ida Marie Frazer, daughter of Abram C. Frazer, who was for many years an influential citizen of Detroit and prominently identified with financial affairs in this city. Mr. and Mrs. Whitehead have four children,—James Frazer, Thomas Cram, Mary Elizabeth, and Walter Kellogg.

FRED J. SIMMONS.

Himself numbered among the oldest business men in Detroit, Mr. Simmons has here passed the major portion of his life, being a representative of one of the well known and honored pioneer families of the city and standing high in the confidence and esteem of the people among whom he has so long lived and labored to goodly ends.

Mr. Simmons is a native of the old Empire state of the Union and a scion of families founded in America in the colonial days. He was born at Oriskany Falls, Oneida county,

New York, February 10, 1846, and is a son of Alfred and Julia (Church) Simmons, both of whom were born and reared in Madison county, New York, where the respective families were founded in the pioneer epoch. The father was born in 1818 and the mother in 1820. The former was a son of Durphy Simmons, who likewise was born in Madison county and who was a soldier in the war of the Revolution, having taken party in the battle of Sackett's Harbor, near the close of the great struggle for national independence. He continued to be engaged in agricultural pursuits in the state of New York until his death. The Simmons family is of sterling English lineage. In the maternal line the genealogy of the subject of this review is traced back to one Captain Church, of Rhode Island, who had command of a company in King Philip's Indian war.

Alfred Simmons was reared to maturity in his native county, where he learned the trade of miller and whence he eventually removed to Oneida county, locating at Oriskany Falls, where he operated a water-power grist mill for a number of years and where he also served in the office of justice of the peace. In 1854 he removed with his family to Detroit, making the trip by way of the canal and Great Lakes. Within the same year he began the manufacturing of melodions, in company with W. P. Blackman, this having been before the days of the present cabinet organs, and the factory was located on the site now occupied by the American Express Company. Some years later the business of the firm of Simmons & Blackman was sold, in the meanwhile the manufacture of organs having been developed, but Mr. Simmons continued in the same line of enterprise until about 1868, the firm eventually becoming Simmons & Whitney. The junior member was the late C. J. Whitney, who in later years became so prominent in connection with musical interests in Detroit and who had been engaged in peddling melodeons prior to his admission to partnership with Mr. Simmons, about 1864. Six

years later a dissolution of partnership took place, when the subject of this sketch purchased the business. His father thereafter lived virtually retired until his death, which occurred in 1896: the devoted wife and mother passed away in the following year. Alfred Simmons was a man who in his day was prominent and influential in the business and civic life of Detroit, and his name merits a place on the roll of its honored pioneers. His political support was given to the Republican party, and both he and his wife held membership in St. John's Episcopal church. Of their two children the subject of this review is the younger, the other being Julia A. Hubbard, of Detroit. Alfred Simmons was one of the organizers and incorporators of the company which placed in operation the Fort street railway and he had other capitalistic interests of importance.

Fred J. Simmons secured his rudimentary education in the schools of his native place and was a lad of eight years at the time of the family removal to Detroit, where he continued his studies in the public schools until he was eligible to matriculation in the University of Michigan, which he entered in 1863, being graduated as a member of the class of 1866 and receiving the degree of Bachelor of Arts. He made his first independent venture by engaging in the jewelry business, in Woodward avenue, and he finally sold this and purchased the business which had been founded by his honored father. This change was made in 1870, as already stated, and he continued the manufacturing of organs until 1873, after which he lived retired for some time. He then engaged in the produce-commission business and also became state agent for the Equitable Life Insurance Company, of New York. In 1878 he engaged in the grain-commission business, in which he has continued during the long intervening years and in which he has built up and controls a large and prosperous trade.

Mr. Simmons has ever manifested a loyal interest in all that has concerned the welfare

of the city which has been his home from his boyhood days, and his co-operation has been given to the promotion of various industrial, civic and public enterprises which have made for the substantial progress of the city. He was president of the Detroit Board of Trade three years and at present is administrator of the same. He was the founder of the Lake Orion resort, and was the first to erect a cottage there. He is commodore of the boat club. For the past thirty years Mr. Simmons has spent his winters in Florida and he is known as the "Indian river fisherman," having caught as high as nineteen hundred bass in nineteen days. Though he has never been an aspirant for public office he is aligned as an unswerving supporter of the principles and policies for which the Republican party stands sponsor, and both he and his wife are communicants of the Protestant Episcopal church, holding membership in the parish of St. John's, whose beautiful edifice is located on Woodward avenue at the head of High street.

In 1872 was solemnized the marriage of Mr. Simmons to Miss Emma Petrie, whose father served for forty-four years as an engineer on the Michigan Central Railroad. Mr. and Mrs. Simmons have two children: Harry B., who is engaged in the lighting supply business in Detroit, and Edith, who is the wife of Charles Wilson, of New York city.

LEWIS F. STARKEY, M. D.

This brief memoir touches upon the life history of one who was a pioneer physician and surgeon of Detroit and a citizen of marked prominence and influence in the early days.

Dr. Lewis Franklin Starkey was born at New Lisbon, New York, July 28, 1801, and his death occurred at Kalamazoo, Michigan, April 19, 1848. He was a direct descendant of John Starkey, who immigrated to America from Standish, Lancastershire, England, in 1667, and settled in Boston, Massachusetts. In 1674 he removed to Malden, that colony, and in 1689 he took up his residence in Pemaquid, Massachusetts. He had learned the weaver's

trade in his native land, and to this he devoted his attention after coming to the New World, also doing business as a manufacturer of and dealer in clothing.

The subject of this memoir, who was the founder of the family in Michigan, was afforded the advantages of the common schools of his native place and then took up the study of medicine under the preceptorship of Dr. Packard, a prominent physician of Oxford, New York. He made rapid progress in his absorption and assimilation of technical knowledge and in order to qualify himself as best possible for the responsible work of his chosen profession, he entered Fairfield College of Medicine, in New York state, in which institution he was graduated in 1824, with honors, and from this college he received his well earned degree of Doctor of Medicine.

After his graduation Dr. Starkey was engaged in the practice of his profession for a short interval at Bainbridge, New York, whence he removed to Binghamton, that state, in 1829. There he was associated in practice with Dr. Silas West until the following year, when he returned to New Lisbon, his native village. In the ensuing year, 1831, he was appointed surgeon in the United States army, but was unable to accept the office, owing to an accident in which he suffered a broken ankle. From New Lisbon he removed to Oxford, New York, where he was engaged in active professional work until 1836, when he came to Michigan, which was not admitted to the Union until the following year.

Dr. Starkey came directly to Detroit and here, on the 11th of May, 1836, he was granted a license to practice medicine and surgery. He established his office and home at 149 Jefferson avenue, and he became associated in practice with Dr. Theller, who also conducted a drug store, at 140 Jefferson avenue. In 1842 Dr. Starkey removed to Kalamazoo, which was then a small village, and there he continued in the practice of his profession during the residue of his life. He died April 19, 1848, as has already been stated. He was

a man of fine intellectuality and exceptional professional attainments for his day, and he wielded a beneficent and distinctive influence in civic affairs in the new state of Michigan. Soon after taking up his residence in Kalamazoo the Doctor was elected a member of the state senate for that district, and he rendered most valuable service in that body during the legislative sessions of 1843-4. In the latter part of 1844 he was appointed deputy United States marshal for the western district of Michigan, and he was called upon to serve in various offices of local trust.

In 1825, at Binghamton, New York, was solemnized the marriage of Dr. Starkey to Miss Olivia Patrick, a daughter of Robert W. Patrick, of Stillwater, that state. She preceded her husband to the life eternal, having died May 4, 1847, at Kalamazoo, about one year prior to the demise of the doctor. They became the parents of four sons and one daughter, concerning whom the following brief data are entered: Richard Peters, who learned the printer's trade, was the first city editor of the Detroit Free Press, and was a valiant member of a Michigan regiment in the civil war; Henry M. is the subject of an individual sketch in this volume; Lewis Cass Starkey was a soldier in the Mexican war; Mary A. became a popular school teacher in Kalamazoo; and Eugene Franklin likewise did effective service as a soldier in a Michigan command in the war of the Rebellion. All are now deceased.

ALBERT U. WIDMAN.

On other pages of this work appears a brief review of the history of the well known corporation of C. D. Widman & Company, of which the subject of this sketch is secretary and general manager, and in the same article is given a resumé of the career of his honored father, Cosmos D. Widman, the founder of the business. By reason of this fact it is not necessary to repeat the data in the present sketch, as ready reference may be made to the same in the article mentioned.

Albert U. Widman is recognized as one of the alert and progressive young business men of Detroit and he is essentially and deeply loyal to his native city, in whose still greater industrial and civic advancement he is a firm believer. He was born in Detroit, on the 22d of September, 1872, and after completing the curriculum of the public schools he was for four years a student in Kenyon Military Academy, at Gambier, Ohio. After leaving school he entered the employ of the firm of C. D. Widman & Company, of which his father was the head, and he started at the foot, working his way upward and gaining a thorough knowledge of all departments of the business. In 1894 he became one of the corps of traveling salesmen for the firm, and in this capacity he continued to be engaged until 1899, doing a most successful work in his assigned territory. In the year last mentioned he became superintendent of the factory, and since 1900 he has been secretary of the company and had the general supervision of the manufacturing and purchasing departments. He is a member of the Detroit Board of Commerce and is a charter member of the Milwaukee Avenue Manufacturers' Association, of which he was vice-president in 1907. He is affiliated with the Masonic fraternity, in which he has completed the circle of the York Rite bodies, being identified with Detroit Commandery, No. 1, Knights Templars, and also being a member of the Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine. He holds membership in the Detroit Fishing & Hunting Association and the Detroit Athletic Club, and is active in the affairs of both of these popular organizations. His political proclivities are indicated by the staunch allegiance which he accords to the Republican party, and both he and his wife are communicants of St. Andrew's church, Protestant Episcopal.

In November, 1901, Mr. Widman was united in marriage to Miss Ida M. Yerge, of Detroit, and they have two daughters,—Evelyn Gertrude and Marguerite Elizabeth.

ROBERT MORTON.

Continued success is the ultimate criterion of merit and reliability in the industrial and commercial world, and judged from this standard the enterprise of which the subject of this review is the head is justly to be designated as one of the most important specific industries in the city of Detroit. He was the founder of the Morton Baking & Manufacturing Company, whose operations are of great magnitude, and is known as one of the loyal and public-spirited citizens and progressive business men of the Michigan metropolis. A brief review of the history of the Morton Baking & Manufacturing Company is incorporated on other pages of this volume, and a repetition of the data is not demanded in the present connection. He retired from the presidency of the company in 1908, being succeeded by his son, Robert M.

Mr. Morton was born at Dunoon, Argyleshire, Scotland, on the 17th of September, 1844, and is a son of James and Jean (McDougall) Morton, both representatives of old and sterling Scottish lineage. The father and grandfather were bakers by trade and vocation, and the former continued to be identified with this line of industry in his native land until 1856, when he immigrated with his family to America, where he eventually established a bakery in Brooklyn, New York. There he continued in active and successful business for many years,—in fact, up to the time of his death, in 1903, at the venerable age of eighty-two years. He was a man of impregnable integrity and distinctive business acumen, and possessed to the full the admirable traits which distinguish the sturdy race of which he was a worthy scion. His wife died in 1901, and of their children seven are now living. The parents were both consistent members of the Presbyterian church, and the father was a Republican in his political proclivities.

Robert Morton secured his rudimentary education in his native town and was about twelve years of age at the time of the family removal from Scotland to America. He there-

after continued his studies till sixteen in the public schools of the city of Brooklyn, where he was reared to maturity and where he learned the baker's trade under the able direction of his honored father. In 1877 Mr. Morton took up his residence in Windsor, province of Ontario, Canada, where he established himself in business. He became the owner of a well equipped bakery and by his enterprise and conscientious business methods he built up a prosperous trade. In 1883 he removed to Detroit, and established himself in the same line of enterprise. The success of the business has been of the most unequivocal order, as is evident when it is stated that the Morton Baking & Manufacturing Company now represents the leading industry of its kind in the city. For further particulars in regard to the same reference should be made to the article descriptive of the company.

In politics Mr. Morton is aligned as a loyal supporter of the principles and policies for which the Republican party stands sponsor; he and his family hold membership in the Trumbull Avenue Presbyterian church, and he is affiliated with the following named Masonic bodies: Ashlar Lodge, No. 91, Free & Accepted Masons; Peninsular Chapter, No. 16, Royal Arch Masons; Damascus Commandery, No. 42, Knights Templar; Michigan Sovereign Consistory of the Ancient Accepted Scottish Rite; and Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine. Mr. Morton is an active and appreciative member of the Detroit Board of Commerce, and is identified with the Detroit Yacht Club, the Detroit Motor Boat Club, and Rushmore Club, at St. Clair Flats. He is an enthusiast in aquatic sports and is a prominent figure in local yachting circles. He is the owner of a fine fifty-foot sailing yacht, the "La Reine," in which, in 1906, he made a trip to Florida, making the voyage by way of the Great Lakes, the Erie canal and down the Atlantic coast.

On the 22d of October, 1867, was solemnized the marriage of Mr. Morton to Miss Marion Riddell, of Brooklyn, New York, and

concerning their children the following brief data are given: Robert M., of whom individual mention is made on other pages of this work, is president of the Morton Baking & Manufacturing Company; William A. is manager of one of the celebrated Childs restaurants in New York city; Marion M. is the wife of William Robertson, of Port Huron, Michigan; Evelyn H. is the wife of Jesse Morris, who is employed in the retail clothing establishment of F. G. Clayton & Company, of Detroit; and Helen A. is the wife of Albert C. Couch, the well known Detroit restaurateur.

ORRIN WARDELL.

As the founder and head of the firm of O. Wardell & Sons, of which specific mention is made in this publication, Orrin Wardell has for more than thirty-five years been prominently identified with real-estate operations in Detroit, and his dealings have been of large scope and importance, while he has at all times so directed his course as to retain the unequivocal confidence and esteem of all with whom he has been associated in business transactions. The high reputation which this honored pioneer thus holds has been the potent influence in gaining and retaining to his firm its distinctive precedence and prestige.

Mr. Wardell was born at Rainham, province of Ontario, Canada, on the 1st of April, 1836, and is a son of Solomon and Mary Wardell, who continued to reside in the province mentioned until they were summoned from the scene of life's endeavors, the father having been a farmer by vocation. The original progenitor of the Wardell family in America was Timothy Wardell, who immigrated from Wales to this country prior to 1760. He eventually became the owner of large tracts of land in Vermont, with the annals of which commonwealth the name was conspicuously identified for several generations and from which state members of the family went forth to establish the Canadian branch.

The subject of this review received his early educational training in the common schools of

the section in which he was born and when but fourteen years of age he was apprenticed to the harnessmaker's trade, in Gowanda, Cattaraugus county, New York, where he remained for five years. In 1855 he returned to Canada and established himself in business as a harnessmaker, at Wellington Square, Ontario. In 1858 Mr. Wardell came to Detroit and here he engaged in the retail dry-goods business, on Gratiot avenue, whence he later removed to a place on Jefferson avenue, near Randolph street. He here continued in business until 1861, when he sold out and removed to the city of Toronto, Canada, where he was engaged in the same line of business until 1864, when he came again to Detroit. Here he formed a partnership with Thomas Walsh, under the firm name of Wardell & Walsh, and they engaged in the general commission business, having their headquarters on what is now Cadillac Square. With this enterprise Mr. Wardell continued to be actively identified until 1870, when ill health compelled him to retire for a period of recuperation, and he sold his interest in the business to his partner. For the ensuing three years he was not in active business, but at the expiration of that period, in 1873, he established himself in the real-estate business, in which he has since continued with ever increasing success, and he thus became the founder of the enterprise now conducted under the firm name of O. Wardell & Sons. As real-estate auctioneers this firm now takes precedence of all others in the state, and the magnitude of its business indicates the reliability and high standing of the concern. Mr. Wardell was one of the first to lend co-operation in the development and upbuilding of the northwestern section of the city, having erected for his own use the third residence to be built on Lincoln avenue, and since that time he has purchased a considerable amount of improved property in that section. He owns at the present time three of the four corner lots at Lincoln avenue and Brainard street, and his faith in the security of real-estate investment in Detroit is best demonstrated in the

fact that practically his entire capitalistic investments are in realty. He was the promoter of the attractive resort known as Mount View Park, comprising fifty acres on a fine lake in Oakland county, and the same has been developed in a most effective way. About twenty representative citizens of Detroit now have summer cottages in this park.

In politics Mr. Wardell gives his support to the Republican party, and he and his wife are zealous members of the Trumbull Avenue Presbyterian church. He was one of the most active and potent factors in connection with the erection of the fine church edifice, and he has been president of the board of trustees of the church from the time of its formal organization, in 1888.

Mr. Wardell is a great lover of horses, and he still finds the driving horse his chief medium of recreation. He is one of the last of the "Old Guard" who made Lafayette avenue, and later Cass avenue, a center of observation when good sleighing prevailed. He is the owner of several valuable roadsters, has personally bred several speedy animals of this type, and since the completion of Grand boulevard he has been one of its most frequent and appreciative devotees. While a resident of Toronto, from 1861 to 1864, he was the owner of the Davie race course near that city. Several important trotting and pacing events were decided on this track, and the purses were the largest ever offered in the dominion of Canada up to that time. The site of the old race course is now solidly built up with attractive residences. Though he has attained to the age of three score years and ten Mr. Wardell is essentially alert, active and enthusiastic, showing in both physical and mental powers that he retains the spirit of perennial youth. He is a man of the most gracious personality, urbane and courteous, and stands as a true type of the gentleman of the old school.

In the year 1856 was solemnized the marriage of Mr. Wardell to Miss Mary Pennock, daughter of Richard Pennock, who was in early days a well known cattle dealer at Ham-

ilton, Ontario. Mr. and Mrs. Wardell have five children: Charles R. and Fred, the junior members of the firm of O. Wardell & Sons, are individually mentioned on other pages of this work; Edgar O. is engaged in the advertising business in Detroit; Jennie is the wife of Albert V. Phister, Jr., of this city; and Ida is the wife of Rev. George Evans, a clergyman of the Methodist church, and they reside at Sturgeon Falls, Ontario, at the time of this writing, in 1908.

THORNTON A. TAYLOR.

The business career of Mr. Taylor has been one of consecutive progress, and this advancement has been made through the application of his own energies and powers, not being the result of fortuitous advantages. He was one of the organizers of the Peninsular Milled Screw Company, and has been secretary and treasurer of this admirable and successful Detroit manufacturing concern since 1904. He is recognized as an alert and enterprising business man, a capable executive officer and a loyal and public-spirited citizen.

Mr. Taylor was born at Sophiasburg, Prince Edward county, province of Ontario, Canada, on the 5th of July, 1867, and is a son of Albro and Lucy Olive (Cole) Taylor, both likewise natives of the province of Ontario. The father was born May 3, 1833, and his death occurred in February, 1905. He was for a number of years a contractor and builder, being successful in this line of enterprise, and later he gave his attention principally to agricultural pursuits. His widow still maintains her home in Prince Edward county. Daniel Taylor, grandfather of the subject of this sketch, was likewise a native of Prince Edward county, where he was born March 18, 1800, and where he passed his entire life, having been a farmer by vocation. He died in the year 1884. He was a son of Nathaniel Taylor, who was born in the state of New York, where his father, a native of England, located in the early colonial days. Nathaniel Taylor was loyal to the Brit-

ish crown at the time when the war of the Revolution was initiated, and his attitude in this regard led to his final removal to the Dominion of Canada. He received from King George III patents to six hundred acres of land in Prince Edward county, Ontario.

Thornton A. Taylor, to whom this brief sketch is dedicated, duly availed himself of the advantages of the public schools of his native place and later continued his studies in the Ontario Business College, at Belleville, where he completed a thorough course and thus further prepared himself for the active duties and responsibilities of life. In 1885-6 Mr. Taylor had charge of his father's farm, and in the following year he had the supervision of the plant and business of a cheese factory in his native county. In 1889 he took up his residence in Detroit. In June of that year he assumed the position of assistant bookkeeper in the office of the Detroit Screw Works, and about two months later he became shipping clerk for the concern. In January, 1890, he was promoted to the position of entry and billing clerk, and in 1895 he became chief clerk and purchasing agent for the company, retaining this dual office until 1893, when he became a general traveling representative of the company. In 1901 he became identified with the Standard Screw Company in a similar capacity, and in the following year he resigned and became one of the organizers of the Peninsular Milled Screw Company, of whose business he became manager. In 1904 he was elected secretary and treasurer of the company, of which he is one of the principal stockholders, and he has since served most efficiently in these offices. His keen discrimination, excellent business training and marked administrative ability have proven potent factors in connection with the upbuilding of the successful industry with which he is thus identified. He is a member of the Detroit Employers' Association and the Detroit Credit Men's Association.

In politics Mr. Taylor is aligned as a loyal supporter of the cause of the Republican party, but he has never been active in political affairs.

He and his wife are members of the Methodist Episcopal church, and he is affiliated with Zion Lodge, No. 1, Free & Accepted Masons; Monroe Chapter, No. 1, Royal Arch Masons; Damascus Commandery, No. 42, Knights Templars; and Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine. He has also been prominent in the Knights of Pythias, being identified with Myrtle Lodge, No. 4, in which he served several terms as presiding officer.

On the 24th of June, 1896, was solemnized the marriage of Mr. Taylor to Miss Lavilla Wildman, who was born and reared in Prince Edward county, Ontario, and who is a daughter of James Wildman, a prominent contractor and builder of that section. Mr. and Mrs. Taylor have one child, Thornton Arthur, Jr., who was born on the 4th of June, 1898.

H. KIRKE WHITE, JR.

In the enlisting of the efforts and energies of young men of distinctive resourcefulness and ability has Detroit made so great advancement along industrial and commercial lines within the past decade, and a typical representative of this class is the subject of this sketch, who is president and general manager of the Kemiweld Can Company, a description of which is given in this work and the business of which has developed into an industry of very important order, both in the character of output and the extent of operations. By referring to the article descriptive of the company more adequate idea may be gained of Mr. White's identification with the same and the changes and advancement that have been conserved under his able executive control.

Henry Kirke White, Jr., is a native of the city of Detroit, where he was born on the 17th of October, 1867, and he is a son of Henry Kirke White and Christine A. (Fortier) White, the former of whom was born at Unadilla Center, Otsego county, New York, on the 26th of May, 1839, and the latter of whom was born in Monroe, Michigan, a representa-

tive of one of the old and distinguished French families of this state. The parents of H. Kirke White, Sr., were of English lineage and the White family was founded in Connecticut in the colonial era of our national history. The father of the subject of this sketch came to Detroit in the late '50s and he has been treasurer and vice-president of the great seed house of D. M. Ferry & Company since 1879, having been identified with the concern from the time when it was a small institution and having contributed his quota to the upbuilding of an enterprise which is now the largest of the sort in the world. He has other large capitalistic interests in Detroit and is one of the city's representative business men and most honored citizens. Of his children three sons and one daughter are living.

H. Kirke White, Jr., secured his preliminary educational discipline in the public schools of Detroit, where he also pursued his studies for some time in St. Paul's school, a private institution. From 1884 until 1886 he was abroad, attending school in the city of Paris and also in Vevey, Switzerland, in both of which places he gave particular attention to the study of the French language, with which he is quite as familiar as with the English. In 1887 he was a student in Dummer Academy, at South Byfield, Massachusetts, and in the following year he was matriculated in Williams College, at Williamstown, Massachusetts, in which institution he was graduated as a member of the class of 1892, receiving the degree of Bachelor of Arts.

In July, 1892, one month after his graduation, Mr. White took up his residence in the city of Albion, Michigan, where he entered the employ of the Gale Manufacturing Company, makers of agricultural implements; his father was at the time one of the leading stockholders of this company. Mr. White learned the business in all its details and in 1895 was elected secretary of the company, retaining this office until 1902, when he returned to Detroit, his native city, and here effected the organization of the Gem Fibre Package Company, of which

he became president and general manager. The company was incorporated with a capital stock of only ten thousand dollars, but this, under the present title of the Kemiweld Can Company, has been increased to the notable aggregate of three hundred thousand dollars, and the enterprise has been developed into one of great magnitude and importance, in the manufacturing of chemically treated and cemented fibre cans, boxes and other containers. Since 1904 the title of the corporation has been the Kemiweld Can Company, but Mr. White has been president and general manager from the start and has admirably directed the business policy and general affairs of the company.

Mr. White is a Republican in his political proclivities but has never had any desire to enter the somewhat questionable arena of "practical politics." He and his wife hold membership in the Christian Science church and he is identified with various and representative fraternal and social organizations. He has completed the circle of York Rite Masonry and is also affiliated with the more purely social adjunct of this time-honored fraternity, the Ancient Arabic Order of the Nobles of the Mystic Shrine. He holds membership in the Detroit Club, the Detroit Boat Club, the Detroit Golf and Automobile Clubs, the University Club and the Chi Psi college fraternity. He is an appreciative and valued member of the Detroit Board of Commerce and takes an active interest in its progressive work.

On the 7th of June, 1901, Mr. White was united in marriage to Miss Florence Hoag, daughter of Frank J. Hoag, a retired capitalist and representative citizen of Toledo, Ohio, and they have three children,—Helen, Josephine, and Katherine. Mr. and Mrs. White are prominent and popular in connection with the best social activities of Detroit, where their circle of acquaintances is exceptionally wide.

CHARLES R. WARDELL.

In the enlisting of the energies of men of ability and sterling integrity every community must owe its advancement, and among the

agencies brought into requisition as promoters of substantial progress in civic and material affairs none can hold a more important place than that involved in the handling of real estate. He whose name initiates this paragraph has attained to marked priority in local real-estate circles and has the distinction of being one of the three members of the firm of O. Wardell & Sons, one of the pioneer real-estate concerns of Detroit and one whose business is of wide and important character. Mention of the firm is made with somewhat specific details on other pages of this work, and within these pages may also be found a review of the career of Orrin Wardell, the founder and present head of the firm and the father of the subject of the sketch at hand.

Charles R. Wardell is a native of the city of Hamilton, province of Ontario, Canada, where he was born on the 7th of March, 1858. In the public schools of his native city he received his rudimentary education, which was continued in the schools of Detroit, at the time of the family removal to which latter city, in 1864, he was six years of age, being here reared to manhood, and having here gained his initial business experience in a general merchandise store. He eventually engaged in the same line of enterprise on his own account, and continued in the same until 1882, when he disposed of his mercantile interests and became associated with his father in the real-estate business, under the firm name of O. Wardell & Son. The business had been founded by his father in 1873 and is now one of the pioneer enterprises of the sort in the city, having been conducted under the title of O. Wardell & Sons since the admission of the younger son, Fred, to the firm, in 1888. Charles R. Wardell gives practically his entire time and attention to the business of his firm and is recognized as one of the leaders in local real-estate circles and as a citizen of distinctive public spirit and of progressive ideas. He has shown great discrimination and prescience in the placing of realty on the market, has consummated some very important transactions in this

line and has thereby contributed to the material and civic advancement of the city which has been the scene of his entire business career. He is energetic and aggressive and has done much to further the precedence of the old and popular real-estate firm of which he is a member. He is well known in both business and social circles and enjoys unqualified popularity in both. Mr. Wardell is aligned as a supporter of the principles and policies for which the Republican party stands sponsor, but the honors and emoluments of political office have never had aught of allurements for him. He has attained to the thirty-second degree of Ancient Accepted Scottish Rite Masonry, being thus identified with Michigan Sovereign Consistory, besides the four bodies of the York Rite and Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine.

On the 20th of January, 1886, Mr. Wardell was united in marriage to Miss Catherine Peacock, daughter of James Peacock of Toronto, Canada, in which city she was born and reared. They have no children.

HARRY S. STARKEY.

Mr. Starkey has long been in service as an official of the municipal government of his native city and is now general manager of the board of water commissioners of Detroit. He is a representative of one of the honored pioneer families of the city and concerning the genealogy due mention is made in the memoirs dedicated in this work to his father and grandfather, Dr. Lewis F. Starkey, and Henry M. Starkey, respectively.

Harry Scovel Starkey was born in Detroit on the 26th of April, 1858, and in this city he has ever maintained his home, holding it in deep affection and appreciation. He is indebted to the public schools of Detroit for his early educational training and he made good use of the advantages thus afforded. After graduation Mr. Starkey found employment in the local offices of the freight department of the Michigan Central Railroad, and later he

was in active service with John F. Monroe, a civil engineer, acquiring an excellent knowledge of the work of this profession. In 1880 Mr. Starkey was appointed assistant city clerk, under Colonel Louis Dillman, and after the expiration of the latter's term as clerk he continued in the same office under Alexander Saenger. He continued to serve as assistant city clerk until 1884, when he was appointed assessor and collector in the employ of the board of water commissioners. The subject of this sketch assisted in the organization and systematization of the municipal water department, of which he had charge for some time. After the death of his father he succeeded to the latter's office as secretary of the board of water commissioners, and in 1900 he was made general manager.

Mr. Starkey upheld the military prestige of the family name by tendering his services as a soldier in the Spanish-American war. On the 26th of April, 1898, he enlisted as a member of Company K, Thirty-second Michigan Volunteer Infantry, and he was mustered into the United States service as first lieutenant of his company. His command was not called into active field service, but was in reserve camp for some time in Tampa, Florida. He continued with the regiment on active duty until the close of the war in Cuba, when he was mustered out with his comrades, receiving his honorable discharge on the 9th of November, 1898.

Mr. Starkey's religious faith is that of the Protestant Episcopal church, of which he is a communicant. He has attained the supreme degree—thirty-third—in the Ancient Accepted Scottish Rite Masonry, and is one of the most prominent members of the fraternity in the state. He has been deputy grand master of the grand lodge of the state since 1889, and has served as an officer in his commandery and as potentate of Moslem Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine. He is a bachelor. Mr. Starkey's circle of acquaintances in his native city and state is

exceptionally wide and representative, and he enjoys distinctive popularity in both a personal and official way.

CHARLES A. RATHBONE.

On other pages of this publication is entered a descriptive record concerning the Buhl Malleable Company, representing one of the many splendid industrial enterprises of Detroit. Of this concern Mr. Rathbone has been general manager since 1903, and he is at the present time incumbent of this office, as well as that of secretary and treasurer, being one of the progressive and popular business men of the Michigan metropolis and having played an important part in the upbuilding of the fine industry with which he is so intimately identified.

Mr. Rathbone has the satisfaction of reverting to the old Empire state of the Union as the place of his nativity, having been born at Leroy, Genesee county, New York, on the 4th of August, 1854, and being a son of William P. and Maria (Crane) Rathbone, both of whom were likewise born in New York state. The father came to Detroit in the early '40s and became one of the prominent and successful real-estate men of the state, having had perhaps more to do with the upbuilding of Detroit as a successful real-estate man than any one at his line in Detroit, placing on the market various plats and additions to the city and having been intimately associated for many years with William B. Wesson and Albert Crane, who were known widely as being among the most extensive and influential real-estate operators in the middle west. William P. Rathbone was a citizen who ever commanded the fullest measure of confidence and esteem and he continued to make his home in Detroit until his death, which occurred in September, 1883. His wife died at Clifton Springs, New York, in 1885. Both were devoted communicants of the Protestant Episcopal church, and Mr. Rathbone was one of the founders of St. John's parish, Detroit, contributing liberally to the erection of the beautiful church edifice, on

Woodward avenue. He retired from active business in 1880, after having accumulated a large and valuable estate, mostly represented in city realty. After his retirement he and his wife passed considerable time in touring various European countries.

Charles A. Rathbone, the immediate subject of this sketch, was reared to maturity in Detroit, and his early educational training was here secured in the Patterson school, after which he continued his studies in Genesee Academy, Leroy, New York, his native town and one of which his grandfather, General Israel Rathbone, was an early settler. After leaving the academy Mr. Rathbone returned to his home in Detroit, and in 1870 he entered the employ of Buhl, Ducharme & Company, wholesale hardware dealers, with whom he remained three years, in the capacity of traveling representative and salesman. Thereafter he was engaged with the hardware firm of Black & Owen of Detroit, traveling three years and then having charge of the sample room and assisting in the management of the business. Upon the death of his honored father he assisted in the management of the estate. For a number of years he was manager of the Cass Farm Company, Limited, subdividing the Cass farm and looking after the Ledyard estate matters. In 1898 he went with the naval reserves to the Spanish war, on the United States ship "Yosemite." He is still largely interested in the real-estate business in Detroit, having been prominently concerned, in company with his brother, in the building up of West Detroit. In addition to his connection with the Buhl Malleable Company, as fully indicated in the sketch of that concern, he is also a director of the Waterman Marine Motor Company, the Wabash Portland Cement Company, and McCray, Roberts & Company, important Detroit corporations.

In politics Mr. Rathbone is aligned as a staunch supporter of the principles and policies of the Republican party, but has never been a seeker of public office. He is a communicant of the Protestant Episcopal church,

is identified with various fraternal and social organizations, including the Detroit Club, of whose directorate he has been a member for many years, as well as the Country Club, the Detroit Boat Club, and the Detroit Naval Reserves.

HENRY C. WIEDEMAN.

Standing well to the forefront among the upbuilders of the greater industrial Detroit and holding the well merited honors appertaining to large and definite accomplishment through individual ability and effort, Mr. Wiedeman is specially entitled to recognition in this volume, in which will be found similar consideration of many others of the representative business men of the Michigan metropolis. Mr. Wiedeman is general manager and a leading stockholder of the Detroit Steel Cooperage Company, of which specific description is given on other pages of this work, and was one of the organizers and incorporators of this important industrial concern.

Henry Charles Wiedeman views with unmitigated satisfaction the fact that he is a native of the state of Michigan. He was born in Fair Haven, St. Clair county, on the 26th of August, 1873, and is a son of Henry and Caroline (Seelbinder) Wiedeman. His father was born in Germany in the year 1828, and was reared to maturity in his native land, in whose excellent schools he received his educational training. He learned the trade of locksmith in Germany, and in 1850, shortly after attaining to his legal majority, he severed the ties which bound him to home and fatherland and immigrated to America. He landed in New York and soon afterward came to Detroit, where he found work at his trade, to which he here gave his attention until 1852, when he purchased a tract of land in St. Clair county, in what is now Fair Haven township, and there instituted the herculean work of reclaiming a farm from the virgin forest. He was one of the sturdy and honored pioneers of that section of the state, to whose development and progress he contributed his quota, and he

eventually became one of the prosperous and influential citizens of his community. He was a Republican in his political allegiance but never a seeker or holder of public office, though he was every ready to lend his influence and co-operation in the furtherance of enterprises and movements for the general good of the community and was a citizen of marked intelligence and impregnable integrity. Both he and his wife were zealous and consistent members of the German Lutheran church. Mr. Wiedeman continued to reside in St. Clair county until his death, which occurred in March, 1906, and his cherished and devoted wife still resides at Fair Haven, Michigan.

Henry C. Wiedeman, the immediate subject of this review, passed his boyhood days on the home farm, in whose work he early began to lend his aid, and he attended the public schools of his native county until he was thirteen years of age, when, in 1886, he came to Detroit and entered the employ of Dr. John E. Clark, a prominent physician and surgeon of this city. While thus engaged he attended night school, and finally he entered the Detroit Business University, in which he completed a thorough and practical course, being graduated as a member of the class of 1890. Shortly afterward he secured the position of bookkeeper for the firm of F. Huettelman & Company, manufacturers of marine engines and brick machinery. Upon the incorporation of the Huettelman & Cramer Company, as the successor of this firm, in 1894, Mr. Wiedeman was chosen secretary of the company, in recognition of his ability and his effective service with the original concern. In 1896 he also became treasurer of the company, in which he had secured a considerable amount of stock, and in 1899 he was made general manager of the business, while still retaining the offices of secretary and treasurer. The rapid and substantial growth of the business of this company was in great measure due to his efforts and his wise executive policy.

In July, 1903, Mr. Wiedeman resigned his association with the Huettelman & Cramer Company, for the purpose of perfecting the

organization and incorporation of the Detroit Steel Cooperage Company, of which he became general manager,—an office of which he has since remained incumbent. This institution, a most valuable addition to the industrial activities of Detroit, is adequately reviewed elsewhere in this volume, and thus a further description is not demanded at this juncture. It may be said, however, that the product of the concern is glass-enameled steel tanks, representing the concrete results of ideas most successfully developed by Mr. Wiedeman. Before he instituted the promotion of the incorporation of the company he spent about two years in experimental work looking to the perfection of the fine and essentially superior class of products now turned out by the company. The value of this preliminary labor to the brewing and distilling interests of the world, from both sanitary and commercial standpoints, is best illustrated by the appreciative and prompt action shown by these interests in equipping their plants with the tanks manufactured by the Detroit Steel Cooperage Company. As the controlling spirit in this institution from the time of its formation to the present, Mr. Wiedeman is justly deserving of recognition as one of the industrial builders of Detroit. He is still a stockholder and director of the Huettelman & Cramer Company, and is a director of the Detroit Automatic Sterilizer Company. He is a member of the Detroit Board of Commerce, the Peninsular Brewmasters' Association, the Detroit Association of Stationary Engineers, the Harmonie Society, the Detroit Turnverein, and Detroit Lodge, No. 34, Benevolent & Protective Order of Elks. In politics he is independent, and he is known as a public-spirited citizen, progressive in his ideas, and as a young business man of distinctive ability and initiative. He has advanced himself through his own efforts, has shown executive ability of a high order, is a deep student of the problems affecting the equipment of breweries and distilleries, and, specifically, is in full charge of the policy and conduct of the business of the Detroit Steel Cooperage Company, whose

unique business is the result of his well directed labors as an industrial promoter and leader.

On the 4th of November, 1896, Mr. Wiedeman was united in marriage to Miss Ida Pauli, daughter of the late Charles Pauli, of Detroit, and they have one child,—Mabel Lillian.

FRED WARDELL.

One of the representative real-estate men of Detroit, Mr. Wardell is the youngest of the three members of the well known firm of O. Wardell & Sons, of which individual mention is made on other pages of this work. He has been identified with business interests in his native city from his youthful days to the present and has made for himself a secure place in the confidence and regard of the people of Detroit.

Mr. Wardell was born in the city of Toronto, Ontario, March 30, 1866. He is a son of Orrin Wardell, a sketch of whose career appears elsewhere in this volume, so that a repetition of the family record is not demanded at the present juncture. Mr. Wardell prosecuted his studies in the public schools of Detroit until he had attained to the age of fifteen years, and in the meanwhile, in 1881, he entered the employ of his father, one of the pioneer real-estate dealers of Detroit and the founder of the firm which now bears his name. The subject of this sketch was thus engaged until 1885, when he embarked in the retail shoe business, on Michigan avenue. He disposed of his interest in this enterprise in the following year and thereafter was located in New York city until the fall of 1887, when he returned to Detroit and became a member of the firm of O. Wardell & Sons, with which he has since continued to be identified and in which he has done much to forward the success of the enterprise which was established so many years ago and which stands to-day representative in its line,—in scope, facilities and methods. He now has entire charge of the sales department of the firm's business and has had an intimate part in effecting the sale

of a large amount of valuable realty in Detroit and its environs. Mr. Wardell was one of the organizers of the Eureka Vibrator Company, which was incorporated under the laws of the state in 1906, with a capital of ten thousand dollars. He was the principal promoter of the company and has been its president and general manager from the start. The company manufactures vibrating massage machines, and the enterprise has proved very successful, as its products have amply demonstrated their usefulness and their superiority over other devices utilized for the same purpose. The manufactory of this company is located on Larned street east, and the office and sales headquarters are at 1223 Majestic building. The main sales office is established at No. 1269 Broadway, New York city, and the company is the largest concern of the kind in the United States. An agency is also maintained in the city of London and the foreign trade has reached large and substantial proportions. The company gives employment to forty persons in its factory, and here disburses in wages and salaries fully thirty thousand dollars annually. A. J. Stecker is vice-president of the company, and A. V. Maier, secretary and treasurer. Mr. Wardell represents the firm of O. Wardell & Sons on the Board of Commerce and the Detroit Real Estate Board.

Mr. Wardell has never dissipated his forces along the turbulent channels in which practical politics course their devious way, but he is essentially loyal and public-spirited as a citizen and as such takes an interest in political affairs, being an adherent of the Republican party. He is affiliated with the Masonic fraternity, in which he holds membership in the following named bodies: Palestine Lodge, No. 357, Free & Accepted Masons; King Cyrus Chapter, No. 133, Royal Arch Masons; Monroe Council, No. 1, Royal & Select Masters; Damascus Commandery, No. 42, Knights Templar; and Moslem Temple of the Ancient Arabic Order of the Nobles of the Mystic Shrine. He is also identified with the Detroit Golf Club, and he and his wife are com-

municants of St. Andrew's church, Protestant Episcopal.

On the 25th of January, 1893, was solemnized the marriage of Mr. Wardell to Miss Helen F. Williams, daughter of Captain William H. Williams, of the Ogdensburg Transit Company, a leading concern in lake-marine circles, with headquarters in Ogdensburg, New York. Captain Williams is a resident of Detroit.

WILLIAM J. UNRUH.

A native son of Detroit, Mr. Unruh has gained prestige as one of the progressive young men of this city, where he is stockholder of the Independent Brewing Company, of which he was secretary and treasurer until January, 1908, when he retired.

Mr. Unruh was born in the family homestead on Dix avenue, Detroit, on the 28th of October, 1876, and is a son of Eli and Louisa (Bachman) Unruh, the former of whom was born in Hessen, Germany, and the latter in Germany. Eli Unruh was reared and educated in his fatherland, where he served the required term in the German army and where as a youth he learned the trade of harness-maker. He immigrated to America and took up his residence in Detroit in 1868. Here he engaged in the work of his trade, and at the same time conducted a retail liquor business, having his headquarters at the corner of Dix and Infantry avenues. He retired from active business in 1902 and he and his wife still maintain their home in Detroit. He has long been known as one of the representative German-American citizens of Detroit, where he has ever shown a genuine public spirit. He is a stalwart supporter of the cause of the Republican party and served three terms as treasurer of Springwells township, besides having been prominent in connection with school affairs in the city which has so long represented his home and in which he is held in unqualified esteem.

William J. Unruh was educated in the public schools of Detroit, and in 1891 he became

a clerk in his father's establishment, continuing to be employed in this line for a period of eleven years, at the expiration of which, in 1902, he succeeded his father in business, which enterprise he has since successfully continued. His place of business is located at the corner of Dix and Livernois avenues, where he owns a brick building, two stories and basement, and fifty by seventy-five feet in dimensions. These quarters he has occupied since October, 1907, and he controls a flourishing business. He was secretary and treasurer of the Independent Brewing Company from the time of its organization and incorporation, in 1906, until January, 1908, and is known as a progressive business man and loyal citizen.

In his political allegiance Mr. Unruh is identified with the Republican party and for a number of years he has been active in public affairs in his ward. This is the eighteenth ward of Detroit, having thus been designated at the time when Springwells was annexed to the city. He served as township clerk of Springwells from 1902 until 1906, being incumbent of this office at the time when the annexation of the township occurred, thus rendering the position extinct. He is affiliated with River Rouge Lodge, No. 40, Independent Order of Odd Fellows, the Knights of the Royal Arch and the Century Club.

In June, 1903, Mr. Unruh was united in marriage to Miss Emma R. Kleaver, daughter of August Kleaver, of Detroit, and they have two children,—Florence G., who was born in March, 1904, and Raymond F., who was born in May, 1907.

ARMOND H. GRIFFITH.

The honored and popular director of the Detroit Museum of Art is incumbent of a position which makes him the immediate custodian of art treasures valued at more than a quarter of a million dollars, and the citizens of the Michigan metropolis feel that the interests of their beautiful museum have been signally conserved and fostered by him. It

has been said with marked consistency that "his work requires business sense, tact and diplomacy," and that the fact that he has made himself one of the most popular men in Detroit shows how well fitted he is for the responsibility he now holds. The interesting story of his life was made the basis of the following context, which was published in the Sunday News-Tribune of Detroit and which is well worthy of definite perpetuation in this volume. The original article, with a few eliminations and paraphrases, is here reproduced:

Director Griffith's training has been at once literal and romantic. He started life in Indiana, met persons at various turns in the road, lived with them, saturated himself with their ideas, and on their suggestion traveled near and far. Without a thought of to-morrow, he has been able to centralize his yesterdays; without a plan, he has been able to build; without a purpose, he awoke one morning to find that the odds and ends of material collected in years past nicely fitted into his future. Men in the counting room used to take him aside, years ago, and say: "Why don't you stick to one thing?" Clergymen shook their heads at his manifest contempt for the practical side of life. Perhaps ten times in a short life he deliberately threw aside a good salary and an assured living for the indefinable pleasure of wandering to a strange town, among strange people.

Mr. Griffith became a rover early in life, and his travels took him to many parts of the world. Without a plan he toured Egypt; without a purpose, he wandered aimlessly about Germany; he lived with the gypsies in Spain, with the peasants in Bavaria, and with the art students in the Latin quarter of Paris. He went on the stage, he sold goods on the road, he painted scenery for theaters, he frescoed halls and shops, he decorated church ceilings—and he carried a camera on his back for an itinerant photographer through the Yellowstone National park.

He walked the streets of London, and no

man took him by the hand and called him friend. He crossed and recrossed the Atlantic and, it seemed, without passage money. He painted pictures in Germany, he rode a bicycle through the south, and he even wandered as far as Mexico—and still he had no idea, no care beyond the rise and set of the sun.

Yet all this time he was unconsciously absorbing the purposes of human life, in so far as these appealed to his temperament. He read few books, but he studied, piecemeal, the history of Germany as he toured the country on foot; it was so with the history of Spain, and so with that of every other land.

What appealed to him were tales and legends. He was always looking for the human-nature element, the song, the story, the narrative, the touch of life—and in the course of time his brain became filled with these beautiful pieces of life.

Asked where he gained his viewpoint of life, he replied:

"Of a nervous disposition, I cannot rest in idleness. My descent is from a literary and art-loving people. My father was a Yale college man. I am related to the Conway and Burgoyne families, but more closely am of Welsh descent. I have my coat-of-arms, but in this country we don't pay attention to such things. People here are too much in earnest to care for blood. The man who can do has a greater patent to nobility than that which comes to him through twenty generations of ancestors. My father was a lawyer, but he had the good sense to see his qualities were those of the inventor. I received a common-school education only, and just a glimpse of college life; then father was killed, and from that moment the world was changed for me. Home faded, the road divided, the path I took led to many disappointments, heartaches and sorrows; but I never gave way to despair. I was blocked a hundred times; when I wanted to go this way I had to go that way; if I wanted a piece of bread I had to earn it; and if I hadn't any money for clothes, I made my old suit last. But my disposition has been

never to say die, and never to complain, but with a light heart be up and doing, with the consciousness that there is a destiny that controls the affairs of life, regardless of what a mere day may bring forth."

Mr. Griffith has a characteristic way of walking the floor when he is deeply interested in his theme. That is what he did, as he resumed his story:

"At that time, away back," he continued, "some of the folk thought that I was born to be a great artist, and they sent me to Dusseldorf to study art. I hadn't been there over six months before I knew that their fond hopes were never to be realized. I think now, as I look back, that it was my inherited sense of the practical and the useful, from my father, that intervened to mar my progress. I was so poor that I kept thinking how I could turn art into money—and when a student is obliged to think that way it is a sign that he will never make a success in the world of art. I began moving about Europe,—here, there, everywhere. I remember, one day, I was at Lake Geneva, sketching the Castle of Chillon, and that sort of thing, just to pass away the time, when along came some tourists in a carriage. 'What'll you take for that?' one asked. I thought a moment and said to myself, 'By jove, here's my chance!' Then I answered quickly, 'I'll take twenty-five francs.' I made the sale and the money saved me from starvation. Encouraged, I stayed around there for six weeks, I think, making those trifling bits of work, don't you know; they weren't art, in any sense, but they sold, and that satisfied me. It convinced me more than ever that art was not my forte."

Director Griffith has been obliged to lay siege to the world in many forms, and often enough he has been repulsed. It was a long, winding path that led the unknown Indiana boy of the '60s to the directorship of the Detroit Museum of Art, in the '90s. He had to meet many persons and to sleep among strangers in a dozen cities, but he always made friends. The leading characteristic of his life

is here revealed—everywhere he went, he made friends. He was the man to sell things, to persuade close fisted shopkeepers that what they ought to buy was what he wanted to sell; he practiced diplomacy in handling men; and if he could not untie a knot, he never went to the extent of cutting it, but he just smoothed it away—and began again in some other town.

Defeated in one city, he returned to the siege of life in some other place. He made many a forced march, on an empty bread box; he leveled many an Alps by a mere sunny smile or by the grasp of a hand.

Almost every move he made in life seemed to be disconnected. He made decisions in an hour—and they had immense influence on his future. But at the time he never thought of the future, nor dreamed of to-morrow's possible regrets. He had that cordial, earnest way, that bright-eyed interest that made him friends wherever he roamed. His coming to Detroit was characteristic of a hundred changes in his history.

"I had been down in Cincinnati," he said, "and had a good position in a book store. I was bothered by the hay fever. Every year it came back and distressed me terribly. I had to sit in a dark room, sometimes, with a handkerchief over my eyes. One day I made up my mind that I must suffer a thousand deaths were I to remain there another week. I resigned my position on the spot. I was going away, anywhere, I didn't know where, but away from that town. The manager said: 'Griff, you'll be back in a week or two.' I thanked him for his interest, took the boat for Kelly's Island, staid there a week, and came to Detroit. I didn't know a soul in town and hadn't the least idea what I would do for a living. That's eighteen years ago, and I haven't seen the necessity of returning to Cincinnati since."

Director Griffith's connection with the Museum of Art, like every other turn in his life, came through an unexpected road suddenly opening to him in the midst of the innumerable highways of his life. He was offered a small

sum to become secretary to the directors, but instead of accepting at once, went down east, where he wrote "pot-boilers" for newspapers; returning, he entered upon his duties. He has seen the museum grow from two to twenty-two rooms and has been instrumental in raising money for many of the changes.

Director Griffith's lectures have proven very popular. He is now in his sixteenth season, has spoken over two hundred times, and is now in demand in various parts of the country. The lecture course, as was the case with almost everything else in his life, began in an accidental way, one Sunday, when a number of visitors asked for a little special instruction about some vases. They returned the following Sunday, and with them a few friends; gradually the interest grew, and Director Griffith was obliged to lecture in one of the halls. The present lecture room holds seven hundred visitors and is jammed to the doors each Sunday, while fully two thousand visitors wander through the various departments. From Detroit the Sunday lecture movement was spread to various parts of the country; the good work of Director Griffith has thus become widely recognized as adding a new stimulus to art work in America.

Director A. H. Griffith's style of discourse is pleasing. He blends romance and poetry with his facts; in this way he gains and holds the popular attention. His art talks are colored by a belief in the superstitions of the people, in the legends of the past, and in visions of the future. He understands that the majority of mankind are controlled by their hearts and not by their brains. He tries to respond to this theory by taking the sentimental viewpoint of life.

Here is a little illustration: Talking about his career and its seeming indifference to cause and effect, his moving about from place to place, and his many changes of purpose, Mr. Griffith said:

"Where are you going to find a man who can plan out his life to its close—who can say without condition: 'My future is to be this?

We live along for awhile, and meet some man or woman who overturns all our past theories of life, and we soon find ourselves traveling new roads,—beginning we scarcely know how, ending we know not where. I believe in a destiny that controls. I think that the world estimates a man at about his own valuation; and I am optimistic enough to believe that we shall receive that to which we are entitled—it may not be to-day, but sometime. All men have felt the caprices of fate. Remember the old English story of the son of George II., of whom an old fortune teller said: 'His fate is to be drowned!' And so they put him in a tower, where he was surrounded by everything that heart could desire, and his friends were sure he never would be drowned. But one day, during the absence of some workmen who were pressing grapes, he fell into the vat and was drowned. And that other story of the son who was to die, killed by a lion. His father, who thought he could overcome that fate, surrounded his son with everything that was beautiful and tried in every way to lead the boy's mind from the chase and hunt. Years passed and the legend of the old soothsayer was almost forgotten, but the boy was unhappy and one day, looking at a beautiful tapestry of a lion, said in despair: 'If it hadn't been for you, my life might have been different! You have cursed my whole existence!' With that, in a moment of despair, he struck at the tapestry; a nail behind, in the wall, pierced his hand, blood poisoning set in, and he died—a victim to the lion, even as the old soothsayer had predicted."

WILLIAM K. ANDERSON.

Prominently identified with financial and industrial interests in Detroit, Mr. Anderson is known as one of the representative citizens of the Michigan metropolis. He was born near Owensboro, Kentucky, on the 24th of March, 1847, and his ancestors were numbered among the pioneers of Virginia and other sections of the south.

Mr. Anderson secured his early education in the schools of his native state, and after due preparatory work he was matriculated in the University of Michigan, in which he was graduated as a member of the class of 1868, duly receiving the degree of Bachelor of Arts, while later he received from his alma mater the degree of Master of Arts. After his return to Kentucky Mr. Anderson organized the Owensboro Savings Bank, of which institution he was chosen cashier. He continued to be identified with this bank for a period of seven years, and in January, 1877, he took up his residence in Detroit, where, representing the late Hon. John S. Newberry and the late Senator James McMillan, he became manager of the Detroit Seed Company. When this company's interests were merged with those of D. M. Ferry & Company he continued with the latter for a few months, and then resigned to assume financial charge of the various and important corporation interests of Messrs. Newberry and McMillan. In this connection he became treasurer of several of these companies, notably the Michigan Car Company, the Detroit Car Wheel Company, the Bough Steam Forge Company, the Detroit Iron Furnace Company, the Detroit Railroad Elevator Company, besides other manufacturing and navigation corporations in which he became a stockholder and director. He thus gave effective executive service until 1892, in which year he became treasurer of the corporation representing the consolidation of the Michigan and the Peninsular Car Companies. He retained this office one year and continued to be identified with the other interests mentioned until 1894, since which time he has given the major portion of his time and attention to his private interests. He is vice-president of the Home Savings Bank and a director of the Detroit Savings Bank, both of which institutions are individually mentioned on other pages of this work.

In politics Mr. Anderson gives a staunch adherence to the Republican party, and in 1897 President McKinley conferred upon him the appointment of United States consul at Hano-

ver, Germany. This important post he retained until 1900, when he tendered his resignation and returned to Detroit. Mr. Anderson is a charter member of the Detroit Club, and also holds membership in the Lake St. Clair Fishing & Shooting Club and the Country Club.

On the 26th of January, 1877, Mr. Anderson was united in marriage to Miss Cornelia M. Cook, daughter of the late Joseph Cook, of Detroit, who was for a number of years United States supervising inspector of steam vessels for this district. Mr. and Mrs. Anderson have one daughter, Catherine Clarke Anderson.

BENJAMIN F. GEIGER.

One who left the impress of a righteous and prolific life on the annals of the city of Detroit was the late Benjamin F. Geiger, who was one of the city's foremost business men and who was for many years the most prominent figure in the Ancient Order of United Workmen in Michigan. At the time of his death he was managing partner of the well known firm of Theodore H. Eaton & Company.

Mr. Geiger was of staunch German ancestry and was a native of Canton, Stark county, Ohio, where he was born on the 27th of January, 1847, being a son of George Geiger, who was one of the sterling pioneers of that section of the old Buckeye state. The common schools of Ohio afforded the subject of this memoir his early educational advantages, and as a youth he secured employment in a drug store, for the purpose of learning the business. He was thus engaged in several towns in Ohio, where he remained until he had attained to the age of seventeen years, when he came to Detroit, where he secured a position in the establishment of Theodore H. Eaton & Son, manufacturers of chemicals and dye stuffs. His ability and fidelity soon won him promotion, while his personal attributes of character endeared him to both members of the firm. In fact the attitude of the senior member of the firm toward him was almost that of a father, and the feel-

ing and devotion were fully reciprocated on his part. Mr. Geiger was finally admitted to partnership in the business, and thereafter its practical management was vested in him until his death, while the title of the firm remained unchanged. By very nature he was not a man to long remain in a subordinate position, for his capacities and ambition led him constantly to larger and greater things, while his impregnable integrity of purpose gained and retained to him inviolable confidence and esteem as emanating from those with whom he came in contact in the various relations of life.

In his connection with the active duties of life he had no fortuitous aid aside from business ability of a high order and personal worth seldom equalled, but through these he was advanced step by step through the appreciative judgment of a just employer of the strictest business principles and discipline,—an employer who was a judge of men and motives and one to whom young Geiger made himself indispensable. The latter was signally faithful and efficient in his services, in no matter what capacity, and he was rational in his ambition and material aspirations. He ever consulted the interests of the firm by which he was employed and thereby advanced his own interests. His relations with Theodore H. Eaton, Jr., both in a business and social sense, were those of a brother, and he became the chief adviser and executor with him in the settlement of the estate of Theodore H. Eaton, Sr., to whom he ever acknowledged a debt of gratitude for consideration, solicitude and kindly affection.

Mr. Geiger was possessed of executive ability of exceptionally high order, and his systematizing of the details of the business of his firm was such that when their establishment was practically destroyed by fire, in 1905, the insurance adjusters stated that they "had never before encountered a situation where the showing was so entirely beyond question or impeachment." At a bankers' meeting in Detroit the query was once raised as to who was the best business man in the city, and to Mr. Geiger was awarded the favorable decision,

though a more modest man never availed himself of banking privileges.

Next to his family and his business Mr. Geiger's most pronounced interest was in his loved fraternity, the Ancient Order of United Workmen. He became a member of Detroit Lodge, No. 6, on the 29th of January, 1878, and on the 21st of the following May he was elected its recorder,—a position of which he remained incumbent for twenty-seven consecutive years, having been unanimously re-elected each successive term until impaired health and business responsibilities rendered it impossible to again accept the office. Detroit Lodge under his leadership became the largest in point of membership of all lodges of this order in the world. It also had the record of the largest class initiation of all lodges or societies of a fraternal character, and this honor was gained largely through the individual efforts and leadership of Mr. Geiger. The following resolution was drafted and submitted by a special committee of the Michigan grand lodge of the Ancient Order of United Workmen at the time of his death:

Workmen of the State of Michigan:

Your special committee, appointed to draft resolutions on the death of Past Grand Master Workman Benjamin F. Geiger, recommend the following:

Benjamin F. Geiger, past grand master workman, born January 27, 1847; died November 9, 1905.

"His life was gentle, and the elements so mixed in him that nature might rise up and say—here was a man." A member of the fraternity for twenty-seven years, for twenty-seven years recorder of his local lodge, the largest local organization of the order. Twenty-seven years a member of the grand lodge, receiving the highest honors at its command; supreme representative for four distinct periods,—is surely a record of esteem and confidence that has scarcely a parallel in the development of the order represented here today. Here was a man of great heart, great intellect and great loyalty,—one whose sacrifice and devotion bore no taint of selfishness or personal ambition to the detriment of the cause he served.

Benjamin F. Geiger died where "manhood's morning almost touches noon and as the shadows were falling toward the west." He was a grand exemplar of the highest type of man. This poor old world is better for his having lived in it. To emulate his virtues is our duty and our opportunity.

Brothers, let us keep the example and record of Brother Geiger green in our hearts until we too shall be gathered to the land where our fathers have gone before us.

Resolved, That this resolution be spread upon the records of this grand lodge and a copy, under its seal, be forwarded to the bereaved family of our late brother.

Fraternally submitted,

GEORGE L. LUSK,

WALTER J. G. DEAN,

JOHN C. ELLSWORTH,

Committee.

In politics Mr. Geiger gave his allegiance to the Republican party, though he was never active in the domain of practical politics and never sought or desired official preferment in this line. His religious life was not one of ostentation but was a very part of his nature. He was identified with various civic and social organizations and as a citizen was ever loyal, progressive and public-spirited.

In 1865 was solemnized the marriage of Mr. Geiger to Miss Rose Redmond, who was born at Almont, Michigan, and who is a daughter of the late S. H. Redmond, of Almont. Mrs. Geiger survives her honored husband, as do also three daughters,—Rose Gertrude, who is the wife of Edwin Merrill Smith, of Detroit; Edith Margaret, who is the wife of Albert Frederick Bull, of this city; and Florence, who remains with her widowed mother in the beautiful family homestead.

The home life of Mr. Geiger was ideal. Society in its accepted sense did not appeal to him. He loved his own and also the circle of friends whom he attracted. He loved the hearthstone and the gentle traditions that will always cling to it. His charities, generous and liberal, were such as "let not the left hand know what the right hand doeth." Hundreds of persons whom he had quietly helped felt a sense of deep personal loss and bereavement

when he was called from the scenes of this mortal life, and it was found on settling his estate that many members of his fraternity, the Ancient Order of United Workmen, had been kept in good standing by his paying their assessments, so that they were enabled to enjoy the protection offered while unable personally to make their payments.

As before stated, Mr. Geiger was summoned to the life eternal on the 9th of November, 1905, and in concluding this necessarily brief tribute to his memory there is consistency in perpetuating the following editorial which appeared in one of Detroit's leading daily newspapers at the time of his demise:

"No community, however large and prosperous its industries, however sturdy and loyal its citizenship, can suffer the death of a man like Benjamin F. Geiger without a genuine sense of loss. Beginning life as an humble employe of the firm in which he died a partner, his advance in business, by force of merit alone, was rapid, steady and substantial, as was his growth in influence and prestige in the commercial world. Such was the modesty of his disposition and the quietness of his habits, both socially and commercially, that he was personally known, perhaps, to fewer individuals than any other man who has played an equally important part in the local business world; but his worth and capacity were almost universally recognized by all who did come in contact with him."

RANSOM GILLIS.

The late Ransom Gillis came to Detroit as a young man and here he rose to a position of prominence in mercantile circles, becoming one of the city's representative business men and ever maintaining a tenacious grasp upon the confidence and esteem of the community in which the major portion of his life was passed. He was a man of sterling integrity, rose to a plane of distinctive material success through his own efforts and ability, and made good use of his talents and their results.

Mr. Gillis was a native of the Empire state of the Union, and the annals of the nation indicate that the family was founded in America in colonial days. He was born in Washington county, New York, on the 20th of December, 1838, and was a son of Alexander and Jane (Wilson) Gillis, both of whom were likewise natives of that county, where they passed their entire lives and where the father followed the vocation of farming throughout his entire active career. From the farm have come the vast majority of men who have in America in past generations risen to prominence in the broader fields of human endeavor and accomplishment, and the discipline has ever been one promotive of self-reliance, courage, and insistent integrity of purpose,—attributes which can not but make for success. Such training was that received by Mr. Gillis in his youth, and he was afforded the advantages of the public schools of the locality in which he was born and reared, after which he continued his studies in Argyle Academy. At the age of fifteen years he entered the employ of a dry-goods firm in Argyle, and he remained thus engaged for nearly two years. During the succeeding eight years he was similarly employed in the establishment of John Stevenson, of North Argyle, and he withdrew from this connection in December, 1864. He thereupon came to Detroit, where he felt assured superior opportunities were offered for advancement through individual effort. Here he secured a clerical position in the wholesale dry-goods house of Thorne & Shelden, which firm was later succeeded by that of Allan Shelden & Company. With the latter he remained until 1872, when, upon the organization of the firm of Edson, Moore & Company, he became one of the interested principals in the latter. As a partner in this wholesale dry-goods concern he assumed the general management of the business. He devoted his splendid energies to the up-building of the business of his house, which soon gained precedence and eventually became the largest of its kind in the state. He was a prominent figure in its administrative affairs

during the long years of his identification with the same. He continued an active factor in the business until the time of his death, which occurred on the 31st of December, 1901, and his demise marked the passing away of one of Detroit's most honored and substantial business men. He was a director of the Citizens' Savings Bank and was interested in other local enterprises. His political support was given to the Republican party, and while he showed a loyal interest in public affairs he was never an aspirant for political office. He was one of the organizers of the old Michigan Club, whose organization finally lapsed, to be revived in 1908. This club was long a factor of power in forwarding the interests of the Republican party in Michigan. Mr. Gillis became a member of the First Presbyterian church in 1865, and from 1873 until his death he served as an elder in the same. He was ever a devoted and earnest worker in the church. He was for some time secretary of the board of trustees of Grace Hospital and was a man of broad human sympathies and philanthropic instincts. He was a member of the Lake St. Clair Fishing & Shooting Club.

On the 20th of July, 1870, was solemnized the marriage of Mr. Gillis to Miss Helen A. Gaylord, daughter of Silas Gaylord, a prominent and influential citizen of Pontiac, Michigan. Mrs. Gillis survives her husband and still resides in the old home, endeared to her through the gracious memories and associations of the past. Mr. and Mrs. Gillis became the parents of three children,—Ransom F., Grace M., and Gaylord W. Grace M. is now the wife of David S. Carter, of Detroit. Gaylord W. succeeded to his father's interest in the business of Edson, Moore & Company, with which he remains actively identified.

CHARLES H. JACOBS.

Charles Huntington Jacobs was the second of six children of the late Nathaniel P. and Catherine M. Jacobs. His father at the time of his birth was a large wholesale grocer and

President of the Common Council of Detroit. Somewhat later he was appointed Consul General of the United States at Calcutta, India, where he served with distinction for ten years. Mr. Jacobs is a graduate of the Cass School, the Detroit Central High School and of the literary department of the University of Michigan, from which he obtained his degree of Bachelor of Arts at the age of nineteen years.

Upon leaving college Mr. Jacobs entered the hardware jobbing business of Buhl Sons & Company, becoming a partner in 1888. In the same year Mr. Theodore D. Buhl organized the Buhl Stamping Company, of which Mr. Jacobs was made Vice-President, and in 1892 he became its active Manager. During the fifteen years which he retained this position the concern grew from a factory of local reputation with a capital of twenty-five thousand dollars to one of national repute, with a paid-up capital and surplus of four hundred thousand dollars.

In 1907 Mr. Jacobs resigned his position of Manager, but is still a director of the Stamping Company and also Vice-President and a director of the Detroit Meter Company, a stockholder of the Michigan Brass & Copper Company, the Old Detroit National Bank and the Security Trust Company. He has purchased an orange ranch of two hundred and eighty-seven acres in Ojai valley, near Nordhoff, California, which is his present residence and place of business.

When asked what he considered his best work, Mr. Jacobs replied, "The foundation of the Detroit High School Scholarship Fund." For the past sixteen years Mr. Jacobs has been Chairman of the Board of Trustees of this fund, through the beneficence of which forty-five graduates of the Detroit High Schools have been enabled to secure an education at the University of Michigan. Twenty-eight thousand three hundred and forty-four dollars has been loaned to these students, of which fifteen thousand seven hundred and twenty-one dollars has been repaid, and the total expense of administering this fund since its establishment in 1891 has been only one hundred and

fifty-one dollars and eighty-three cents. The plans devised to secure the return of money loaned from this fund were unique and have been widely copied in many cities.

In politics Mr. Jacobs is a low-tariff Republican. He is a member of St. Paul's Episcopal church, of the Detroit Club, Country Club and Detroit Boat Club, also of the Psi Upsilon Fraternity, Sons of the American Revolution and American Gas Institute.

In spite of his close application to business Mr. Jacobs has traveled extensively through every state in the Union and many foreign countries.

Mr. Jacobs' family consists of his wife,—who was Miss Mary Hubbard, daughter of the late Bela Hubbard, Esq.,—two sons and two daughters. A third son was drowned in 1905 while a sophomore at Harvard University.

THOMAS BARLUM.

A sterling and well known citizen and pioneer business man of Detroit is he whose name initiates this article. He is the founder of the firm of Thomas Barlum & Sons, wholesale and retail dealers in meats and manufacturers of pork products, and to his indefatigable energy, wise management and correct methods is due the upbuilding of the fine enterprise controlled by this firm, though he initiated operations upon a most modest scale. A description of the business appears on other pages of this work.

Thomas Barlum was born in Ireland, in the year 1835, and is a son of Michael Barlum, a representative of fine old Irish stock. In 1841 Michael Barlum immigrated with his family to America and took up his residence in Detroit, where he entered the employ of the Michigan Central Railroad Company, with which he remained, in various departments of service, during the residue of his active life. He and his wife continued to reside in Detroit until their death. Both were devout communicants of the Catholic church.

The subject of this sketch was about six

years of age at the time of the family removal from the Emerald Isle to America, and he was reared to manhood in Detroit, where he attended parochial schools as a boy, his educational advantages being somewhat limited. His alert mentality, however, developed symmetrically under the discipline of business life and he has gained a wide fund of practical knowledge and is an able and discriminating business man. Mr. Barlum entered the employ of the late Martin Flannigan, who conducted a retail meat market, and he in due time familiarized himself with the details of the business in which he has personally attained to such definite success and prestige. He finally rented a stall in the historic old Central Market, which stood on Cadillac Square, in the very heart of the business center, and there he conducted a successful retail meat business until the demolition of the market building, when he secured place in the new market building, at the corner of Bates street and Cadillac Square. Here the firm still has a market, in addition to the finely equipped manufacturing and wholesale and retail establishment in the Barlum building, at the corner of Grand River avenue and Fifth street. The history of the development of the fine business of the firm of Thomas Barlum & Sons is given in a specific article in these pages, as has already been stated. With the increase of his capitalistic resources, Mr. Barlum began to make judicious investments in Detroit realty, and no citizen has shown more confidence in the development of the "Greater Detroit" than has he. He erected the Barlum flat building at the location noted, utilizing the basement and ground floor for his business establishment, and in 1905 he and his sons purchased the market building occupied by them at the corner of Bates street and Cadillac Square. He is also associated with his eldest son, John J., and with William B. Thompson and others, in the ownership of the hotel property, on the corner opposite from the market building last mentioned. This latter property has been extensively remodeled, at an expenditure of fully fifty thousand dollars, and

is one of the valuable properties in the center of the city. Mr. Barlum is also the owner of other valuable real estate in the city which has been his home from his boyhood days. He is a heavy stockholder in the Stewart Transportation Company and the Postal Transportation Company, both engaged in lake-marine freight traffic, and is a stockholder in the Peninsular Savings Bank, of which he was a director for several years.

In his political proclivities Mr. Barlum is a stalwart Democrat, and while he has often been importuned to become a candidate for local office of a public nature he has invariably refused to permit the consideration of his name in this connection. He and his family are communicants of the Catholic church and he is affiliated with the Catholic Mutual Benefit Association, the Benevolent & Protective Order of Elks, and the Ancient Order of United Workmen.

Mr. Barlum was united in marriage to Miss Bridget McNamara, who was born in Ireland, whence she came to America with her parents when she was a child. Of the children of this most felicitous union the following brief data are given: Katherine is the wife of Charles F. Beilman, of Detroit; John J. is individually mentioned in this work; Anna F. is the wife of George B. Greening, of Detroit; Agnes is the wife of Harry J. Fox; Cora is the wife of Tyler Packer, a well known carriage dealer in the city of Saginaw; Ellen is the wife of George Finn; and Thomas J. and Louis P. are members of the firm of Thomas Barlum & Sons. The subject of this sketch now lives practically retired, but he still retains a general supervision of his varied business and capitalistic interests. He has achieved success and independence through worthy means and is well entitled to the respect and confidence so uniformly accorded him.

FRED POSTAL.

Through definite accomplishment along various lines it has been the fortune of Mr. Postal

to come prominently into the white light of publicity, and he has not only made a high reputation for enterprise and public spirit, but has also gained a wide acquaintanceship and distinctive popularity, emphasized by his success in divers fields of endeavor. Of late accomplishments none has brought to him more commendation and honor than the able efforts he has put forth and the generalship he has manifested in connection with the Michigan State Fair Association, of which he was re-elected president at the time of the magnificently successful fair in the autumn of 1907, being re-elected in 1908. He is also president of the board of poor commissioners of the city of Detroit and is senior member of the firm of Postal & Morey, proprietors of the Griswold House and the Oriental Hotel, two of the leading hostelries of the Michigan metropolis. Perfervid public spirit animates Mr. Postal and among those manifesting a helpful interest in the promotion of the "Greater Detroit" he is especially entitled to consideration.

In 1902 the firm of Postal & Morey, while still continuing in control of the Griswold House, expanded its scheme of hotel operations in a noteworthy way, securing from Gabriel Cheira the lease of the Oriental Hotel, on Farrar street, opposite the Detroit public library. This fine property, of thoroughly modern construction and equipped with as elegant a system of Turkish and other special bath rooms as can be found in Detroit, had been conducted at a loss for several years, but under the regime inaugurated by Postal & Morey it has been placed on a substantial and remunerative financial basis and is recognized as one of the most attractive and popular hotels for men only to be found in the west. It is needless to say, in view of the statements already entered, that the subject of this sketch has gained a position as one of the representative hotel men of the United States.

The ambition and energy of Mr. Postal have led him into other fields of activity, however, and these have been in character far removed from that pertaining to hotel management. In

1902 he manifested the versatility of his genius by securing a franchise in the American baseball league for the city of Washington, and he was the chief owner of the base ball club put into the field by the national capital from that year forward until 1905, when he retired from this special line of enterprise, after having made an excellent record in an executive capacity under his franchise. In 1905 he was elected president of the Michigan State Fair Association, and by re-election in 1906 and 1907 he has since remained incumbent of this office. The work he has accomplished in this position has gained to him the strongest commendation and endorsement on the part of those primarily interested, as well as emanating from state officials and the general public, for he has been unflagging in his efforts, to which is largely due the magnificent success which has attended the annual state fairs in Detroit under his regime, especially those of 1907 and 1908. The fairs of the association are now eminently creditable to the state and afford to its people many valuable privileges and distinctive pleasures. In 1901 Hon. William C. Maybury, mayor of Detroit, appointed Mr. Postal a member of the city board of poor commissioners, for a term of four years, the distinction being the greater from the fact that he is a staunch Republican and thus, in a partisan way, at variance with the administration. In 1905 he was reappointed by Mayor Codd for a further term of four years, and he has served as president of the board for two terms. As a member of this important board Mr. Postal has not figured in any sense as a supernumerary or nominal official, but has taken a very deep interest in the work of his department of the municipal service,—a work which is significantly humanitarian in its functions.

Aside from his hotel interests Mr. Postal has made judicious investments in the stock of manufacturing concerns and also in real estate. No citizen of Detroit takes more zealous interest in the development of its commercial and industrial supremacy; and his civic loyalty is shown by the exerting of his influence in the

upbuilding of the larger and greater city. He has achieved marked personal success, but is fully appreciative of the intrinsic opportunities which Detroit has offered and of which he availed himself.

In 1885 Mr. Postal was united in marriage to Miss Minnie Southworth, daughter of Leonard Southworth, of Ewart, Michigan, and they have four children,—Harry F. and Charles L., who are students in the Michigan Military Academy, at Orchard Lake; and Margery B. and Dorothy, who are attending school in Detroit.

JAMES E. BURGESS, M. D.

Dr. Burgess has practically retired from the practice of his profession, in which he attained to distinctive prestige and success, and is devoting his time and attention to his various capitalistic interests. He was born at Woodstock, province of Ontario, Canada, and is one of the many progressive citizens which the dominion has contributed to Detroit. He is a son of Joseph L. and Harriet (Rounds) Burgess, both of whom were likewise born and reared in Ontario, where the respective families were early established. The founder of the Burgess family in America was Edward Burgess, who was born in England, whence he immigrated to the New World in 1770, becoming the owner of a large landed estate in the vicinity of the city of New York. At the inception of the war of the Revolution he remained loyal to the English crown and became a member of the United Empire Loyalist Society. In 1776, by reason of the attitude assumed by the colonists, he felt impelled to take up his residence in St. John, New Brunswick, and in that locality he became the owner of a fine landed estate. His real-estate holdings near New York were confiscated by the United States government at the conclusion of the war and he received no compensation for the same. His son Edward, Jr., grandfather of the subject of this review, became a pioneer settler of Oxford county, Ontario, where Burgess Lake was named in his honor. He was one of the prominent and in-

fluent citizens of his community and continued to reside in Oxford county until his death. His son Joseph L., father of the Doctor, well upheld the prestige of the family name and was a man of marked intellectuality and distinctive business acumen. In early life he was a successful teacher and eventually he became one of the leading general merchants at Drumbo, Ontario, where he dealt extensively in butter, cheese, apples and general farm produce, for which he exchanged his merchandise. He was the first postmaster of the town, was imbued with the highest principles of integrity and wielded much influence in local affairs of a public nature. He died in Drumbo, in 1893.

Dr. James E. Burgess secured his early educational training in the public schools of Drumbo and later completed a course in Woodstock College, in his native village, being there graduated as a member of the class of 1885. After leaving this institution he was employed for some time as a salesman in his father's store, and in the meanwhile began reading medicine under effective preceptorship. He later became traveling representative for J. C. Cochrane & Company, publishers of financial journals, and incidentally had charge of the firm's advertising for Michigan, Ohio, New York and Ontario. In 1889 he resumed the study of medicine, having as his preceptor Dr. O. Taylor, a leading physician and surgeon of Princeton, Ontario, and in 1890 he was matriculated in the Michigan College of Medicine, Detroit, where he completed the prescribed technical course and was graduated in 1893, duly receiving his well earned degree of Doctor of Medicine. He forthwith established himself in the practice of his profession in Detroit, and his novitiate was of brief duration, since he soon built up a large and representative general practice in the northeastern section of the city, where he gained precedence of all others in the numerical strength of his professional clientage. From 1897 until 1902 Dr. Burgess served as health officer of the village of Hamtramck, and he accomplished a most

successful work in the improving of the sanitary conditions of the locality and in the general protection of the public health. He also became an active member of the American Medical Association, the Michigan State Medical Society, and the Wayne County Medical Society, besides serving as medical examiner for the Fidelity Mutual Life Insurance Company, the Canada Life Insurance Company, the Ideal Reserve Insurance Company, and the Independent Order of Foresters, in which last he was for eight years court physician for Court Kirby, at Hamtramck.

In December, 1905, Dr. Burgess retired from the practice of his profession, and in the following month was elected treasurer of the Northwestern Foundry & Supply Company, in which he had purchased a large stock interest. He has shown much initiative and executive ability along commercial lines and is recognized as a thoroughly progressive business man. He is the owner of extensive mining interests, being president and general manager of the Spider Lake Mining Company, which owns and operates valuable property in the Parry Sound mining district of Canada. These properties are showing excellent productions of gold, silver and copper, and the development has been pushed forward most successfully, very rich veins of ore having been opened and the property controlled being one of the best in the district. The Doctor is also the owner of about fifteen hundred acres of land in Newaygo county, Michigan, and the same is being rapidly developed into most productive farms. In politics he has been aligned as a stalwart supporter of the principles and policies of the Republican party, in whose cause he was a most active and effective worker until the exigencies of his business interests placed so great demands upon his time. The attractive family home is located at 1831 Woodward avenue, and the same is a center of gracious hospitality. Dr. Burgess still retains a deep interest in the profession in which he gained so large and gratifying success and has not permitted himself to lapse in the matter of keeping in touch

with the advances made in the sciences of medicine and surgery.

In October, 1889, was solemnized the marriage of Dr. Burgess to Miss Gladys H. Franch, daughter of William F. Franch, a leading general merchandise dealer at Wolverton, Ontario, and a representative of one of the honored pioneer families of Oxford county, where he is the owner of a large amount of valuable realty. Dr. and Mrs. Burgess have one son, Harold J., who is a student in the Eastern high school of Detroit.

PERCY E. BOURKE.

Among those prominently identified with lake-marine interests in Detroit is Mr. Bourke, who is manager of the Anchor Line of passenger and freight steamers, one of the important lines operating out from Detroit as headquarters. He is a native son of the beautiful old "City of the Straits," and here has ever maintained his home, while he has advanced to his present important office through his own well directed efforts, being one of the popular and progressive business men of his native city.

Mr. Bourke was born in Detroit, on the 13th of May, 1867, and is a son of the late Oliver Bourke, who was an honored and representative citizen. Percy E. Bourke reverts to the public schools of Detroit as affording him his early educational advantages, and in 1883 he entered the employ of the Detroit Free Press Company, being identified with the circulation department of its office until 1885, after which he entered the service of the Wabash Railroad Company, being employed in its local freight office, at the foot of Twelfth street. In February, 1897, he resigned his position and became cashier in the freight and passenger department of the Detroit office of the Lake Superior Transit Company, thus initiating his connection with marine interests, with which he has since continued to be identified. He is now manager of the Anchor Line, which has a large fleet of substantial vessels in the freight service and which also operates the fine pas-

senger steamers "Lionesta," "Juniata" and "Japan." The line has excellent dock facilities at the foot of Cass street and controls a large business in both its passenger and freight traffic, adding materially to the precedence of Detroit as one of the most important ports on the Great Lakes system.

Mr. Bourke is identified with the York Rite bodies of the Masonic fraternity, and is past master of Zion Loge, Free & Accepted Masons.

HERMAN D. KELLER.

It has been no static energizing that has brought Detroit into the front rank as an industrial and commercial center, but, on the contrary, the precedence has come as the result of intelligent dynamic force brought to bear by business men of ability and faith and confidence. Among this number stands Mr. Keller, who was formerly president of the Northwestern Foundry & Supply Company, of Detroit, and is president of the Bellevue Pipe & Foundry Company, of Bellevue, Ohio.

Mr. Keller claims as his fatherland the great empire of Germany, having been born in the kingdom of Bavaria, on the 1st of November, 1855. His parents immigrated to America when he was nine years of age. The family located in the city of Buffalo, New York, and there the subject of this sketch was afforded good educational advantages, including the privilege of a course of study in St. Joseph's College. In 1874 Mr. Keller took up his residence in Detroit, where he entered the employ of the Detroit Iron & Brass Company, in whose shops he served an apprenticeship at the moulder's trade. From 1879 to 1881 he worked as a journeyman moulder in the establishment of the Detroit Stove Works, and thereafter was employed, until 1883, in the stove works of Cribben & Sexton, of Chicago. In the year last mentioned he assumed a position as foreman of the foundry department of the Chemung Hollow Wire Works, at Elmira, New York, and in the following year he resigned this place to accept that of foreman of the

foundry department of the stove manufactory of Rathbone, Sard & Company, of Albany, New York. In 1886 he became superintendent of the Fuller, Warren & Company stove manufactory, at Troy, New York, and in 1889 he had the superintendency of the construction of this firm's new plant at Milwaukee, Wisconsin. In 1891 he was placed in charge of the general manufacturing department of this plant, where he remained until 1893, when he again entered the employ of Cribben & Sexton, in Chicago, whom he represented as traveling salesman until the following year, when he was made general superintendent of the plant, an incumbency which he retained until 1897, when he was compelled to resign on account of impaired health.

In 1898 Mr. Keller rented the plant of the Detroit Heating & Furnace Company, which he utilized in making castings for said company and also for a general jobbing business. In 1899 he organized the Michigan Heater Company, which took over the business of the Detroit Furnace & Heating Company, and upon the incorporation of the former he became president and general manager. In 1901 the business was reorganized under the title of Northwestern Foundry & Supply Company, and the capital was increased to meet the exigencies of the rapidly growing business. Mr. Keller became president and manager of this company at the time of its formation, and his executive policy was a most progressive one.

Mr. Keller promoted the organization of the Bellevue Pipe & Foundry Company, of Bellevue, Ohio, and he has been its president and general manager from the start, giving a portion of his time to the direction of the enterprise, which is devoted to the manufacture of plumbers' cast-iron specialties. Mr. Keller has also made judicious investments in real estate, being at the present time owner of about six thousand acres of valuable farming land in Newago county, Michigan. He is progressive and public-spirited as a citizen and is a valued member of the Detroit Board of Commerce, which body has done and is doing a most ad-

mirable work in promoting the advancement of the city along industrial and commercial lines. His success is the more gratifying to contemplate on the score that it has been achieved through his own efforts. He is an expert in his line of business and is one of the world's workers, realizing that skilled hands and industry constitute the master key to the portal of definite success and advancement. He has traveled extensively, has devoted much attention to the reading of standard literature, and finds much pleasure in his fine library, his attractive residence being located at 78 Hendrie avenue. He was reared in the faith of the Catholic church and the family are communicants of Holy Rosary parish. He has never had aught of desire to enter actively into political life. He is thoroughly appreciative of the values of education and has given his children excellent advantages, well fitting them for the practical duties of life.

On the 9th of October, 1879, was solemnized the marriage of Mr. Keller to Miss Mary J. Miller, whose father was a well known contractor in the city of Toledo, Ohio. Concerning the children of this felicitous union the following brief data are entered: Mary A. is the wife of P. A. Closshey, of Detroit; Frank H. is individually mentioned in this work; John G. is superintendent of the Bellevue Pipe & Foundry Company, of Bellevue, Ohio; and Katherine, Herman J. and Louis B. remain at the parental home. Herman J. is a student in Detroit College.

THOMAS E. NEWTON.

In the industrial and commercial department of this publication is entered a brief review of the history of the Newton Beef Company, of which representative concern the subject of this sketch was the founder and of which he is president and treasurer, being one of the leading figures in this line of enterprise in the city of Detroit.

Thomas E. Newton has maintained his home in Wayne county from the time of his birth,

which occurred at the homestead farm of his parents, in Livonia township, on the 15th of March, 1866. He is a son of Melvin and Mary (Newington) Newton, the former of whom was born in Rochester, New York. Melvin Newton was reared and educated in the old Empire state, where he continued to reside until he came to Wayne county, Michigan, where he engaged in agricultural pursuits. He also eventually became a successful dealer in farm lands and built up a prosperous business as a buyer and shipper of live stock.

Thomas E. Newton gained his rudimentary education in the district school near his farm home and supplemented this by attending the public schools of Detroit. Reared on a farm, and early gaining a thorough knowledge of live-stock values, he began independent operations as a buyer of stock when still a youth, instituting such operations in 1882, when but sixteen years of age. He purchased stock from the farmers in this section of the state and also became connected with operations in the Detroit stock yards. In 1890 he began handling dressed live-stock on a small scale, slaughtering not to exceed ten head a week. In that year he purchased the retail meat business of Captain Owen, in the old Central market of Detroit, and shortly afterward he assumed the management of the business of William Wreford, who was virtually the pioneer in the wholesale meat trade in Detroit. In 1901 he organized the Newton Beef Company, which he has developed into one of the leading concerns in the meat trade in the Michigan metropolis, as is shown in the article descriptive of the business. He is practically the sole owner of the business and is known as one of the reliable and progressive citizens of the city in which he has gained success and prestige through his own well directed efforts. He was one of the organizers of the Northern Assurance Company, of Detroit, and remains one of the principal stockholders of the same. He is also treasurer and general manager of the Gayety Theater Company, of Detroit.

Mr. Newton is essentially public-spirited and he shows a lively interest in all that tends to promote the civic and industrial progress of his home city. He is an active member of the Detroit Board of Commerce and in politics he is a Republican, though in local affairs he is not constrained by partisan lines but gives his support to men and measures meeting the approval of his judgment. He is a lover of horses and has exploited several fine standard-breds, among the number being "Harry H.," well known in local turf circles.

On the 2d of March, 1893, Mr. Newton was united in marriage to Mrs. Ellen Ida (Weeks) Callan, daughter of George F. Weeks, a representative merchant of Philadelphia, Pennsylvania. The only child of this union is Thomas Alfred. Mrs. Newton has two children by her first marriage,—William Callan, who is secretary of the Newton Beef Company, and Ida May Callan, who is a graduate of the Central high school of Detroit and who remains at the parental home.

JOHN J. BARLUM.

One of the representative business men of the younger generation in Detroit is John J. Barlum, general manager of the firm of Thomas Barlum & Sons, manufacturers of pork products and wholesale and retail dealers in meats, and also president and general manager of the Postal Transportation Company. A sketch of the career of his father, Thomas Barlum, as well as a description of the business of Thomas Barlum & Sons, appears in this volume, and in the present connection it is therefore unnecessary to offer a further resumé of the family history or of the enterprise so successfully conducted by the firm mentioned.

Mr. Barlum is a native son of Detroit, where he was born on the 14th of April, 1866, the eldest of the five children of Thomas and Bridget (McNamara) Barlum. After preliminary training in the public and parochial schools of Detroit Mr. Barlum continued his studies in Detroit College, a fine institution

conducted under the control of the Catholic church, and in 1888 he was graduated in the Goldsmith Business College, of this city, having completed a thorough commercial course and thus fitted himself for the active responsibilities of life. After leaving school he became identified with the business of his father, learning the same in all its details and soon proving an able coadjutor in the enterprise. In 1889 he was admitted to partnership, under the firm name of Thomas Barlum & Son, and at a later time his younger brothers were admitted to the firm, whose title then became Thomas Barlum & Sons, as at present maintained. Mr. Barlum is also a stockholder and director of the Stewart Transportation Company, operating a line of freight vessels on the Great Lakes, and in 1907 he was the chief organizer of the Postal Transportation Company, which was incorporated in that year. His associates in this corporation are Fred Postal, William McFall, Thomas Lewis, G. B. Greening, A. R. Lee, Captain Murray McIntosh, and his father, Thomas Barlum, and his two brothers, Thomas J. and Louis. He was elected president and treasurer of the company at the time of its incorporation, and has since been incumbent of this dual office, as well as that of general manager. The first boat of the company's line was completed in December, 1907, at a cost of three hundred and twenty thousand dollars. This vessel, the "Thomas Barlum," is of steel construction, is five hundred feet in length and is one of the best freight boats on the lake system. It was constructed by the Detroit Shipbuilding Company and is of the best modern type of propellers.

Mr. Barlum is a most progressive and public-spirited business man and is one of the active and valued members of the Detroit Board of Commerce, in which he has rendered effective service. In politics he gives an unswerving allegiance to the Democratic party, in whose local ranks he has been a zealous and influential factor, being a close adviser and energetic supporter of his cousin, Hon. William B. Thompson, former mayor of the city

of Detroit, in the latter's various campaigns. He is a member of the Ruslunere Club, whose fine club house is located in the Lake St. Clair flats, and he is also identified with the Fellowcraft Club, and with Detroit Lodge, No. 34, Benevolent & Protective Order of Elks, in which latter he is a member of the committee having in charge the erection of the new Elk's building.

In March, 1892, was solemnized the marriage of Mr. Barlum to Miss Julia M. Lewis, a daughter of the late Thomas Lewis, who was a prominent and influential citizen of Detroit and a member of one of the city's old and honored families. Thomas Lewis was a brother of the venerable Alexander Lewis, who served as mayor of the city many years ago and who is the subject of a memoir in this volume. Mr. and Mrs. Barlum have three children,—Viola N., Lewis Thorne, and Charlotte M. Viola is attending the Convent of the Sacred Heart, Detroit. Mr. and Mrs. Barlum are prominent in the social life of their home city, where both enjoy distinctive popularity.

FRANK H. KELLER.

One of the representative young business men of Detroit, Mr. Keller formerly held the office of secretary of the Northwestern Foundry & Supply Company. He was born at Pullman, Illinois, on the 7th of October, 1883, and is a son of Herman D. and Mary J. (Miller) Keller. A review of the life of his father appears on other pages of this volume. His early educational discipline was secured in Catholic parochial schools in the city of Chicago and this training was supplemented by a course in St. Joseph's Commercial College, Detroit, in which he was graduated in June, 1900. In the same year he became shipping clerk in the works of the Northwestern Foundry & Supply Company, and in January, 1903, he was promoted to the position of time-keeper. Having thoroughly familiarized himself with the varied details of the business, he was called to the position of secretary in 1906, and in

this office he showed much discrimination and administrative ability.

The subject of this sketch has long been interested in sleight-of-hand work and other forms of the "magic art," in which he himself has attained to no slight adeptness. He was the chief promoter of the organization of the Society of Detroit Magicians, in 1903, and has been its secretary and treasurer from its inception. The society has a membership of about thirty persons and its objects are the acquirement of information and facility in the art of magic. Many pleasurable entertainments have been given by the organization and by it have been entertained many of the leading public performers in the line of magic and legerdemain. Mr. Keller is also an appreciative student of standard literature and has accumulated a valuable library, covering a wide range of subjects. He and his wife are communicants of Holy Rosary Catholic church.

On the 20th of June, 1905, Mr. Keller was united in marriage to Miss Quinnie May Haviland, daughter of John Haviland, who was for many years engaged in the manufacturing of crackers in Detroit and who is now identified with the same line of enterprise in Lansing, this state.

MARTIN BREITMEYER.

Deeply appreciative of the beauties and the commercial and industrial precedence of his native city, Mr. Breitmeyer, is known as one of the thoroughly progressive young business men of Detroit, and as one who is found ever ready to lend his aid and influence in the forwarding of those enterprises which make for the development of the "Greater Detroit."

Mr. Breitmeyer was born in Detroit, on the 19th of March, 1874, and is a son of Frank and Emma (Cramer) Breitmeyer. He found in the public schools of Detroit ample provision for preliminary educational discipline and duly availed himself of the privileges thus afforded, after which he completed a commercial course in the Detroit Business University. His familiarity with the manifold details of the brew-

ing business has been gained by thorough and intimate experience in connection with the work and operations of the various departments. At the age of seventeen years he became a helper in the brewery of Conrad Pfeiffer, and thus, in 1891, initiated his connection with the line of industry in which he has attained to so marked prestige, being now vice-president and treasurer of the C. Pfeiffer Brewing Company, which is the lineal successor of the concern with which he first identified himself. He gave careful attention to the work in hand and gained promotion through the various grades and departments until he became essentially indispensable. In 1894 he assumed the position of bookkeeper in the office of the concern, and of this office he continued incumbent until 1902, when, upon the incorporation of the C. Pfeiffer Brewing Company, he became a stockholder in the same, and was elected its vice-president and treasurer. He has since continued in charge of the fiscal affairs of the company and has done much to promote its interests and gain to it the success which now designates it as one of the leading industrial concerns of its kind in the city of Detroit.

Mr. Breitmeyer is well and favorably known in the business circles of his native city and here he has a host of loyal and valued friends. In politics he gives his allegiance to the Republican party and the only social or semi-business organization of which he is a member is the German Salesmen's Association. He has a delightful home and the same is the center of his social interests,—the place where he finds his greatest solace and pleasure. He and his wife are zealous members of the German Evangelical church, in whose faith he was reared.

On the 2d of March, 1898, Mr. Breitmeyer was united in marriage to Miss Hattie Groehn, daughter of one of the well known German-American citizens of Detroit, and they have one son, Hazen F. G., who was born on the 17th of December, 1898.

JOHN COLL.

One of the progressive business men of Detroit is John Coll, who is a stockholder of the Independent Brewing Company, of which he was formerly president and to which consideration is given specifically in the industrial and commercial department of this publication.

Mr. Coll is a scion of staunch old German stock and was born on the island of Fuehr, in the North Sea, Germany, on the 6th of April, 1859. He is a son of Henry Coll, who was born in Germany. Henry Coll came to the United States and settled in the state of New York, where he enlisted for service in the Union army at the outbreak of the civil war. He became a member of the Sixty-eighth New York Volunteer Infantry, and remained with the same, as a private, until victory crowned the Union arms and the integrity of the nation was perpetuated. He died in the year 1901, at Augusta, Maine, where he had been for some time a resident in the soldiers' home of that commonwealth.

The subject of this review secured his early education in the excellent schools of his fatherland, and in 1872, at the age of thirteen years, he came alone to the United States, and took up his residence with his uncle, Frederick Brandt, who was a shoemaker by trade and vocation. He finally entered upon an apprenticeship at the carpenter's trade, in Detroit, becoming a skilled workman and being employed as a journeyman for a number of years, after which he was engaged in contracting and building on his own account until 1884, when he established himself in the retail grocery business at the corner of Fort and Morrell streets. There he built up a large and substantial trade, in which he continued until 1898, when he sold out. He was thereafter retired from active business for some time and made a visit to his old home in Germany, where he remained several months. In January, 1903, he engaged in the coal business in Detroit, being associated therein with William C. Clark. He continued to be identified with this enterprise until 1906, when he disposed of his interest in

the business and became one of the organizers of the Independent Brewing Company, of which he was the first president, retiring in 1908.

Mr. Coll is identified in a fraternal way with the National Union, and he and his wife hold membership in St. Paul's church.

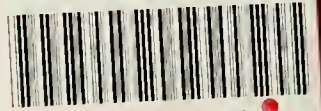
On the 1st of August, 1879, Mr. Coll was united in marriage to Miss Minnie Frahm,

daughter of John Frahm, of Detroit, and they have two children: Bernhard, who was born in 1880, was afforded the advantages of the Detroit public schools and 1898 he enlisted in the United States navy, in which he served four years: he is now a salesman for the Independent Brewing Company; John, Jr., who was born in 1886, was educated in the public schools and remains at the parental home.

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